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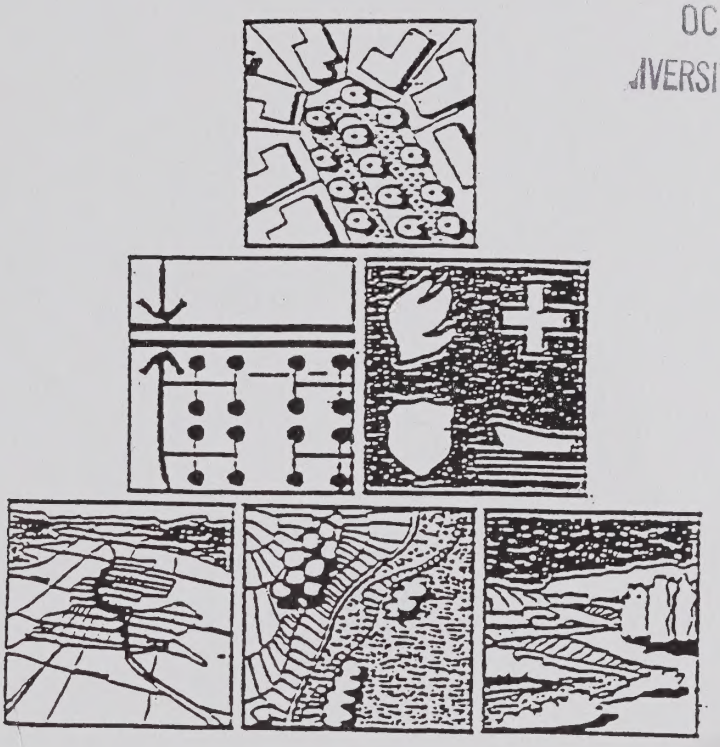

City of Turlock

August 1995

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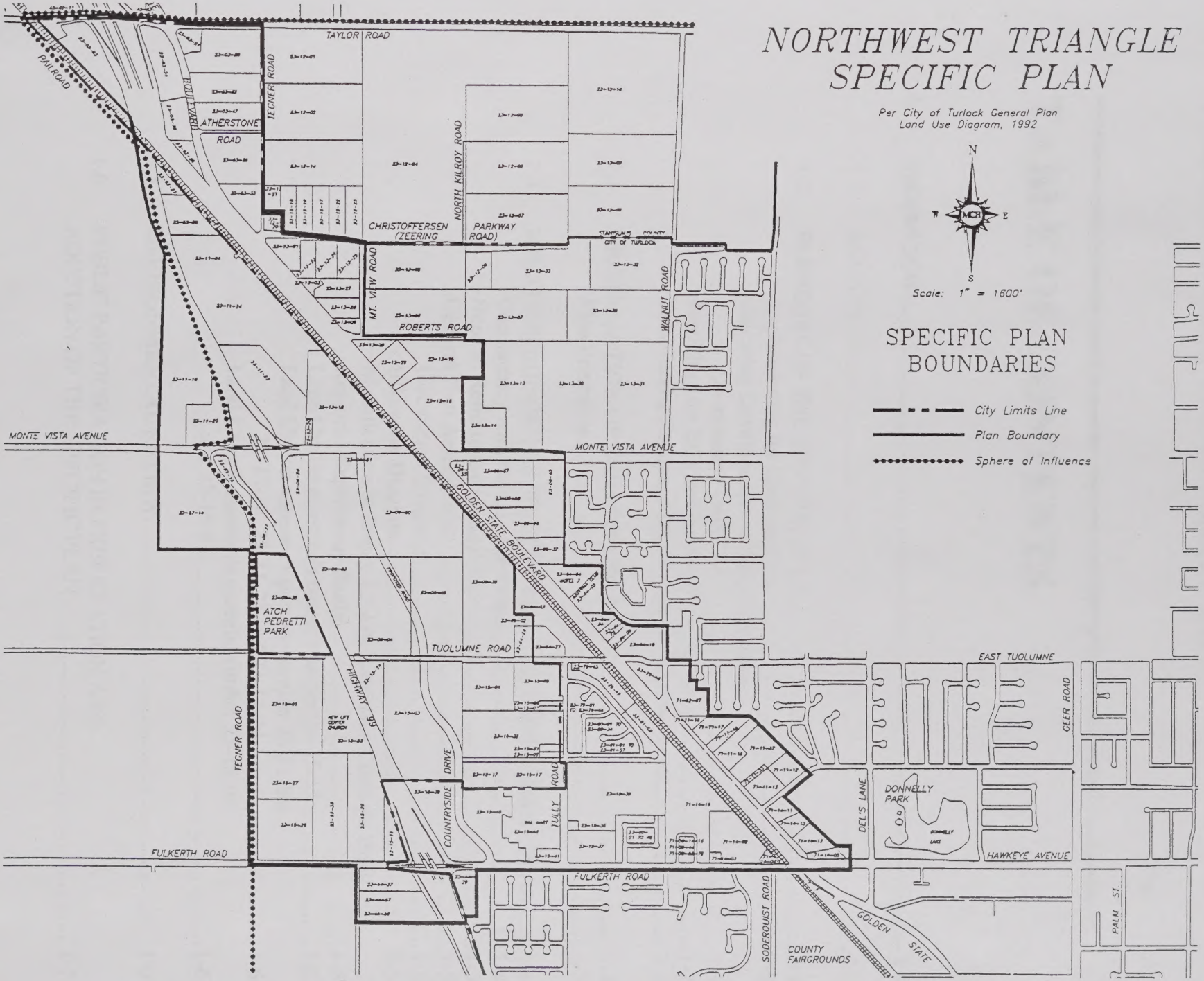
Northwest Triangle Specific Plan

City of Turlock

August 1995

(Amended January 13, 2004)


NORTHWEST TRIANGLE SPECIFIC PLAN
Per City of Turlock General Plan Land Use Diagram, 1992
N
W
E
S
Scale: 1" = 1600'
SPECIFIC PLAN BOUNDARIES
City Limits Line
Plan Boundary
Sphere of Influence
TAYLOR ROAD
TEGNER ROAD
ATHERSTONE ROAD
NORTH KILROY ROAD
CHRISTOFFERSEN (ZEERING PARKWAY ROAD)
MT. VIEW ROAD
ROBERTS ROAD
WALNUT ROAD
MONTE VISTA AVENUE
GOLDEN STATE BOULEVARD
ATCH PEDRETTI PARK
TUOLUMNE ROAD
EAST TUOLUMNE
GEER ROAD
HIGHWAY 99
COUNTRYSIDE DRIVE
TULLY ROAD
DEL'S LANE
DONNELLY PARK
HAWKEYE AVENUE
FULKERTH ROAD
SODEROUIST ROAD
COUNTY FAIRGROUNDS
GOLDEN STATE
PALM ST.

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1. OVERVIEW

1.1 LOCATION

Turlock's Northwest Triangle area is so called because it is in the northwestern part of the city, and is largely within a triangle created by Golden State Boulevard, Highway 99, and Fulkerth Road. The Specific Plan area includes more than the area within the triangle; as shown on Figure 1 the area's boundaries include parcels fronting on the east side of Golden State Boulevard and several just west of Highway 99. A total of approximately 800 acres are included. The area's character in 1994, and its future development pattern as described in this Specific Plan, can best be described as mixed. In terms of activities, the current mix includes both new and old residential and commercial properties. There is also a mix of jurisdictions: much of the Plan area is unincorporated, with recent development projects having undergone annexation prior to project approvals. By contrast, Golden State Boulevard properties developed under Stanislaus County's jurisdiction have only recently been annexed to Turlock.

The Specific Plan area is at the city's edge, and will remain so. In 1994 urban activities are found only in the eastern and southern segments of the Plan area. While the Plan area has a significant amount of development potential, most properties west of 99 will remain non-urban, consistent with the City's General Plan policies.

Figure 2 shows the boundaries of the City and its approved Sphere of Influence in 1994. This Plan includes policies relating to future annexation and orderly development of properties within the City. The Turlock General Plan also includes policies on City/County relationships, which can be found in Section 2.8 of the General Plan. General Plan policy 2.8-f states that it is the City's intention to "Seek to include in the City all urbanized areas contiguous with City territory." (p. 2-29)

1.2 PURPOSES OF THE SPECIFIC PLAN

The four principal goals of the Specific Plan are:

Implementing the General Plan

The Turlock General Plan, adopted in March, 1993, establishes for the entire city land uses, circulation patterns and policies on a wide range of development and conservation issues. The Plan recognizes the possible need for a Specific Plan in order to refine and modify general policies for the Northwest Triangle (policy 2.4-p, p. 2-18). The intent of the Specific Plan is not to re-examine the General Plan's policy direction, but rather to create a document that will add detail and implementation programs. The General Plan will only be altered when that additional detail indicates that specific changes are needed in order to achieve its expressed intent. Section 1.4 below describes in greater detail the relationship of the Specific Plan to the General Plan.

Allowing Development to Proceed without Unnecessary Delay

A primary reason for preparing the Specific Plan is to facilitate subsequent review and approval of applications for development consistent with Specific Plan policies. The technical analyses conducted as background for this document investigated all of the factors relevant to planning for future development. By comprehensively addressing land use regulation, circulation, utilities and environmental factors, the Specific Plan and accompanying environmental impact report (EIR) remove the need for each applicant to independently conduct such studies. Resolving in advance any potentially controversial issues related to these topics also reduces the possibility of time-consuming delays because of disagreement about project impacts.

Providing for Efficient Extension of Services

One aspect of achieving the two purposes listed above is to provide for efficient extension of urban services to those properties in the Plan area that are designated for urban development. As part of the work that went into preparation of this document, City departments undertook to plan for extension of all necessary services. The results of their efforts are described Chapter 4 of this document.

Establishing Funding Mechanisms for Improvements

Establishing the utility requirements for a future growth area and conducting needed engineering studies is only one part of the picture. The other is determining what the cost of needed improvements will be, and how revenue needed to cover costs can be generated. This Plan describes costs and financing mechanisms, and identifies options for an equitable sharing of costs among property owners. This approach, which looks at the cumulative cost of serving properties in a unified geographic area, reduces uncertainty about the cost of development and can help prevent a situation where individuals who develop later than others are left "holding the bag" and are forced to pay more than their share.

1.3 ORGANIZATION OF THE SPECIFIC PLAN

This document is intended to be easily understood and useful to readers, while satisfying the requirements of State law pertaining to the content of Specific Plans. In addition to detailing the contents of Specific Plans, the statute establishes a basis for funding Specific Plan preparation, by stating that "the legislative body, after adopting a specific plan, may impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan...The fee shall be a prorated amount in accordance with the applicant's relative benefit derived from the specific plan." (Govt Code section 65456(a)).

The table of contents lists the Specific Plan's chapters and major sections within each chapter. The lists of tables and figures can be useful in finding out what material is included in tabular and graphic form and where in the document it is located. Chapters Two through Six each address a different aspect of the Plan and Plan area. Chapter Seven is unique, because it addresses all aspects previously discussed, integrating them to establish policies on Specific Plan implementation.

Plan Principles

This document includes background text, policy statements called principles, and information presented in tables, figures, maps and diagrams. Principles have a special status as adopted policy statements of the City. As described below, principles are required to be consistent with the City's General Plan. Equally important is the requirement that City actions on development projects and public works projects be consistent with principles in both the Specific Plan and the General Plan.

Policy statements in this Plan are distinguished from background text in two ways. They are included in sections with the heading "Principles," and they are numbered with the number of the section in which they are found, followed by a letter that reflects the sequence of principles. Maps, tables and diagrams are included in the Specific Plan as adopted material when they are referenced in a text principle. Text that is included to describe principles or provide examples but is not part of the adopted policy is italicized.

The words used in the Principles convey the weight given to each, as follows:

> "shall," "must" and "will" signify requirements to be met without exception under all relevant circumstances
>
> "should" signifies the City's desire and expectation that the principle will be met in most cases, but recognizes that some circumstances may make implementation impossible or unwise. The applicant may be required to demonstrate to the City the reason for not implementing principles with this wording
>
> "may" signifies that the principle establishes guidance for actions that are at the discretion of the applicant or the public agency

Principles in the Plan apply in some cases to private organizations and individuals, in some cases to the City or other public agencies, and some cases to both public and private organizations. The context and language of the principle indicates how it is to be applied.

1.4 RELATIONSHIP OF THE SPECIFIC PLAN TO THE GENERAL PLAN

Consistency with the General Plan

As noted above, the Specific Plan must be consistent with the Turlock General Plan as required by State law. The meaning and types of consistency are discussed in some detail in Section 1.2 of the General Plan.

Need to Refer to the General Plan

One important General Plan requirement that does not apply to the Specific Plan is comprehensiveness. The General Plan must address all geographic area in the City and its

Planning Area, as well as addressing all issues relevant to development and conservation in the Planning Area. The Specific Plan provides detailed policies on the topics of greatest importance to the future of the Northwest Triangle, but it does not cover all topics addressed in the General Plan. Users of the Specific Plan must refer to the General Plan to identify all of the City's policies relevant to activities in the Plan area. To guide the reader to General Plan policies of particular importance, cross-references to the General Plan are included throughout this volume.

General Plan Amendments

Concurrent with Specific Plan adoption will be adoption of a General Plan Amendment. The Amendment is required to update the General Plan in order to reflect detailed studies conducted for the Specific Plan and to achieve consistency between the two documents. The amendment addresses four issues:

- **Circulation Diagram.** Alteration of street classifications relative to lane widths on Countryside Drive and Tuolumne Road.

- **Bikeways Diagram.** Alteration of bikeways diagram to include a bike lane on Tuolumne Road, a bikeway on Countryside Drive north of Tuolumne extending north to the nearest commercial driveway, and a pedestrian and bicycle bridge over Highway 99 as an extension of the Tuolumne bike lane.

- **Modification to Policy 5.2-I re Stanislaus County's 1990 Regional Expressway Study.** Amendment of policy text so that it reads: "Seek to amend Stanislaus County's 1990 Regional Expressway Study to change Golden State Boulevard's expressway designation to Class C for that portion between Taylor Road and Fulkerth Road, and remove the expressway designation for the portion between Fulkerth and F Street. Additionally, seek to change the Taylor Road designation from an expressway to major collector or arterial status, and designate Christoffersen Parkway as the Class "C" east-west expressway in Turlock"

- **Land Use on assessor's parcel number 23-15-17.** This 9.9-acre parcel, located on the west side of Tully Road just north of WalMart, was previously designated by the General Plan for Community Commercial use. The Specific Plan and accompanying General Plan Amendment changes its designation to a mix of community commercial and medium density residential uses. The residential designation provides for construction of approximately 70 dwelling units, at a density of seven to 15 units to the acre. The commercial designation provides for approximately 44,000 square feet of floor area on the property.

- **Land Use on assessor's parcels number 23-11-04, 23-13-18, 23-11-23 and 23-11-24.**
  A total of 57 acres was designated in the 1992 General Plan for a detention basin north of Monte Vista Avenue between Highway 99 and Golden State Boulevard.

  Subsequent studies indicated that approximately 12 acres of the site will be needed as part of the City's storm drain system. The Specific Plan designates the remainder of the area for heavy commercial uses. Access limitations create a need for restrictions on the intensity of development, as established in principle 2.2-g and Table 2-F below.

- **Land Use on assessor's parcels number 23-15-05, and 23-15-03.** The specific plan calls for the relocation of the park site located at the intersection of Tully Road and Tuolumne Road (APN 23-15-05) on the General Plan Land Use Diagram, to the southeast corner of the intersection of Tuolumne Road and Countryside Drive (APN 23-15-03).

1.5 ENVIRONMENTAL REVIEW

Adoption of a Specific Plan is defined as a project under the California Environmental Quality Act (CEQA). An initial study prepared by the City determined that the project has the potential to cause significant adverse impacts on the environment, leading to preparation of an Environmental Impact Report to assess potential project impacts and identify mitigation measures. In accord with amendments to CEQA made in 1993, the document prepared is a Master Environmental Impact Report that considers the impacts of the whole sequence of activities that will follow from adoption of the Specific Plan, including approval and construction of private development projects. This approach to environmental review requires more comprehensiveness at the early stages in order to reduce the need for individual projects to be subject to extensive environmental review later on.

The environmental review process provides an opportunity for participation and comment by members of the public and representatives of public agencies. A request for early public comment was distributed in October 1993. A notice of preparation was distributed on March 15, 1994 and comments received from a number of public agencies. The draft MEIR was ciculated in March/April 1995. Further opportunities for individuals and organizations to

have input were provided during the comment period on the draft EIR, and again at hearings on certification of the EIR.

1.6 PUBLIC PARTICIPATION IN PREPARATION AND ADOPTION OF THE SPECIFIC PLAN

Outreach to members of the community has focused on residents and businesses located in the Plan area. Beginning in November 1993 a series of public meetings were held to inform interested parties about progress on the Specific Plan, and to solicit their input. In March 1994 a draft of the land use classifications was presented and discussed at a public meeting, and in June a preliminary land use diagram was presented. On September 8, 1994 a refined diagram and estimate of buildout potential was presented for discussion, along with key components of the urban design guidelines included in Chapter Two of the Plan. In addition to these noticed public meetings, numerous individual meetings between City staff, property owners, business owners and area residents were held over the year that the Specific Plan was being prepared. For those people that did not attend any meetings, a newsletter describing the planning program was distributed in December 1993 to all owners of properties in the area. Additional opportunities for public participation were provided during Planning Commission and City Council hearings on adoption of the Specific Plan.

2. LAND USE AND URBAN DESIGN

Dramatic changes in the Northwest Triangle's land use pattern will occur over the next 20 years. Now largely agricultural, development consistent with the Specific Plan will move the city's urban edge to the east side of Highway 99, filling in the "triangle" with a mixture of residential, retail and other commercial uses. Many of the properties on the east side of Golden State Boulevard will be improved and their activities intensified, with the north end of Golden State becoming the home of many of the City's auto dealers and related businesses. Extension of utilities and improvements to the street system will support development and better integrate the area into the City as a whole.

For the purposes of this document, the Plan area is divided into six subareas. In this chapter, the subareas are used as a convenient way to organize text, land use data and urban design principles. Subarea names and boundaries are shown on Figure 2-8.

2.1 LAND USE FOR ALL SUBAREAS

The text in this section generally describes the future land use pattern of each subarea. For detailed information about use and design regulations that apply to specific areas and properties see the Land Use Principles in this chapter. Tables 2-A and 2-B indicate the amount and type of non-residential and residential development in each subarea that could be accommodated under the Specific Plan.[1]

Because the larger parcels north of Monte Vista have limited street frontage, development intensity in the triangle is subject to special limitations that are described in Section 2.2, (see Principle 2.2-k). Principles governing access points to Monte Vista are contained in Table 2-H. Ideally, properties would be developed jointly and some open space would be retained for its aesthetic value at this northern entry point to the City.

[1]The figures in the table are estimates and do not represent a commitment to approve development at the levels indicated.

TABLE 2-A
SUMMARY OF ADDITIONAL DEVELOPMENT POTENTIAL

COMMERCIAL USES (in thousands of square feet)

SUBAREA	TOTAL ACRES	HC/G	HC/ AUTO	T.C	C.C.	TOTAL CMRCL
MONTE VISTA WEST	106	742	0	0	0	742
GOLDEN STATE EAST	194	470	678	75	116	1,339
COUNTRYSIDE COMMERCIAL	153	0	0	110	1,262	1,372
RAILROAD COMMERCIAL	41	430	0	0	0	430
EAST OF 99 TOTAL	494	1,642	678	185	1,378	3,883
WEST OF 99 TOTAL	197	0	0	907	0	907
SPECIFIC PLAN AREA TOTAL	691	1,642	678	1,092	1,378	4,790

HC/G Heavy Commercial (General)
HC/A Heavy Commercial (Auto)
T.C. Thoroughfare Commercial
C.C. Community Commercial

TABLE 2-B
SUMMARY OF RESIDENTIAL DEVELOPMENT AND POPULATION GROWTH POTENTIAL

	Existing Housing Units as of May, 1994				Capacity for Additional Units				Housing Units at Plan Buildout			
	Single Family Detached	Single Family Attached	Multi-Family	TOTAL	Low Density	Medium Density	High Density	TOTAL	Single Family Detached	Single Family Attached	Multi-Family	TOTAL
East of Golden State	16	3	0	19	39	55	0	94	55	58	0	113
West of Golden State												
North of Tuolumne	1	0	0	1	252	0	0	252	253	0	0	253
South of Tuolumne												
East of Tully	125	48	408	581	0	0	16	16	125	48	424	597
West of Tully	4	0	0	4	168	71	0	239	172	71	0	243
TOTAL	**146**	**51**	**408**	**605**	**459**	**126**	**16**	**601**	**605**	**177**	**424**	**1,206**
	Approximate Population as of May, 1994				**Capacity for Population Additions**				**Population at Plan Buildout***			
Population (based on average 2.74 persons / d.u.)	Single Family Detached	Single Family Attached	Multi-Family	TOTAL	Low Density	Medium Density	High Density	TOTAL	Single Family Detached	Single Family Attached	Multi-Family	TOTAL
East of Golden State	44	8	0	52	107	151	0	258	151	159	0	310
West of Golden State												
North of Tuolumne	3	0	0	3	690	0	0	690	693	0	0	693
South of Tuolumne												
East of Tully	343	132	1,118	1,593	0	0	44	44	343	132	1,162	1,637
West of Tully	11	0	0	11	460	195	0	655	471	195	0	666
TOTAL	**401**	**140**	**1,118**	**1,659**	**1,257**	**346**	**44**	**1,647**	**1,658**	**486**	**1,162**	**3,306**

2.2 PRINCIPLES: LAND USE FOR ALL SUBAREAS

Land Use Diagram

2.2-a The City will approve development projects and undertake public improvements only if they are consistent with the land use and circulation pattern shown in Figure 2-1, as well as with other relevant City principles, policies, programs and regulations.

The Specific Plan diagram is often viewed as the most important part of the Plan. It is important because it depicts allowable uses and the relationship between uses, but it cannot be used independently of the Plan's principles. For a full understanding of policies pertaining to the Specific Plan area, this document must be read in full. Appendix B provides a list of land use designations by assessor's parcel number.

2.2-b The correspondence between Specific Plan non-residential land use classifications and the classifications in the General Plan is shown in Table 2-C. Residential land use classifications are identical in the Specific Plan and the General Plan.

Figure 2-1 - NWTSP Land Use Map

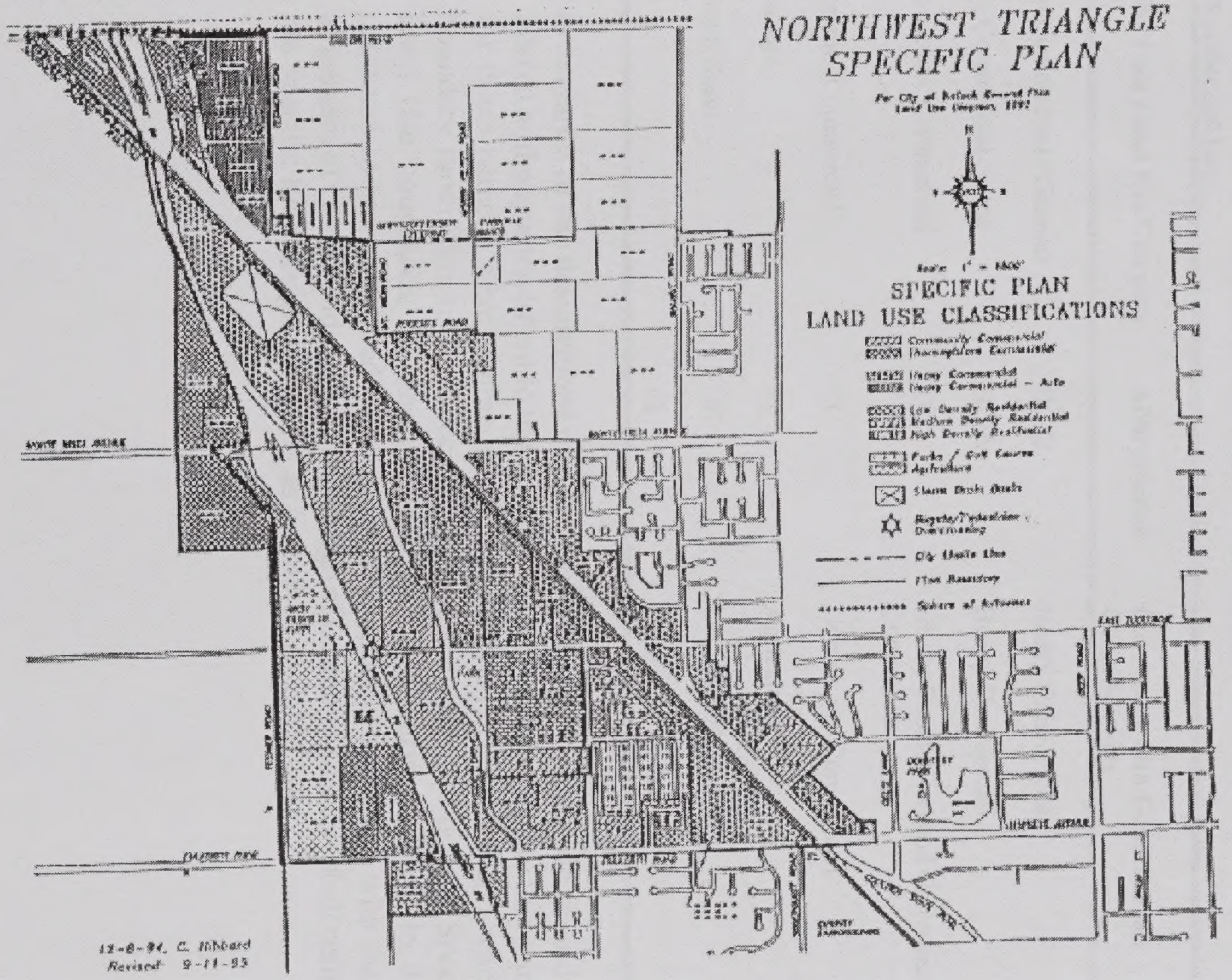


TABLE 2-C
SPECIFIC PLAN LAND USES:
CORRESPONDENCE WITH GENERAL PLAN CLASSIFICATIONS
Non-Residential Uses

Specific Plan Land Use Category	Abbreviation	Consistent with General Plan Classifications
Heavy Commercial / General	HC/G	Heavy Commercial
Heavy Commercial / Auto	HC/A	Heavy Commercial
Thoroughfare Commercial	TC	Heavy Commercial and Community Commercial
Community Commercial	CC	Community Commercial
Agriculture	Ag	Agriculture
Detention Basin	DB	Detention Basin
Parks	Pk	Parks

2.2-c Boundaries of use designations in the Specific Plan are precise and should not to be altered without amendment to the Specific Plan. The exceptions to this principle are for those parcels, which immediately abut Countryside Drive, and where minor boundary modifications are necessary to insure quality site design. Specific Plan Land Use boundaries may be modified along Countryside Drive to the extent necessary to meet safe road engineering requirements associated with the ultimate alignment of Countryside Drive. The design of Countryside Drive shall conform with the Specific Plan design standards as contained in Table 3-B.

2.2-d Table 2-D shows the permitted uses in each of the Specific Plan Land Use classifications. Uses are defined in Appendix A. *Permitted Uses (P)* are uses which are permitted as of right within a particular land use classification. Permitted uses shall obtain a *Zoning Certificate*, or equivalent, prior to commencement of the use. *Not permitted uses (X)* are uses which are not permitted, except as provided for in Principle 2.2-e. *Limited Uses (L)* are uses which may be permitted subject to specific limitations on the nature and extent of the activity. Such limitations shall insure compatibility with surrounding uses, and compliance with the principles of the Specific Plan. All *Limited* uses shall be required to obtain a Minor Discretionary Permit (MDP). *Conditional Uses (C)* are uses which require a Conditional Use Permit, as provided for in the Turlock Municipal Code, prior to commencement of the use.

2.2-e A use not specifically enumerated as a Permitted Use by the Specific Plan may be permitted subject to approval of an amendment for "a change in use not listed" as provided for in the Turlock Municipal Code. Such a change in use shall not require amendment to the Specific Plan.

2.2-f A Specific Plan "Overlay District" shall be created within the Turlock Municipal Code (TMC) Zoning Ordinance. The relationship of Specific Plan Land Use designations to adopted TMC base zoning districts shall be established in the Overlay District. The design and development standards of the base zoning district shall apply in all cases where standards have not been identified in the Specific Plan.

2.2-g All commercial development located within the boundaries of the Specific Plan shall be subject to site plan review. Where no use permit is required, commercial projects will be subject to site plan review under the Minor Administrative Approval process as contained in the Turlock Municipal Code.

TABLE 2-D
PERMITTED USES

	HC/G	HC/A	TC	CC	Comments
Public and Semipublic					
Clubs & Lodges	L	L	X	L	encouraged Downtown
Cultural Institutions	X	X	X	L	encouraged Downtown
Day Care, General	P	P	X	P	
Emergency Medical Care	P	P	P	P	
Government Offices	X	X	X	P	encouraged Downtown
Maintenance and Service Facilities	P	P	X	X	
Park & Recreation Facilities	X	X	X	P	
Public Safety Facilities	P	P	P	P	
Utilities, Minor	P	P	P	P	
Commercial Uses					
Agricultural Services	P	P	X	X	
Ambulance Services	P	P	X	X	
Animal Sales and Services	C	C	X	C	
Automobile Rentals	P	P	P	L	
Automobile Service Stations	P	P	P	P	
Automobile/Vehicle Repair	P	P	P	X	

P= Permitted; X = Not Permitted; L = Limited Use; C = Conditional Use

TABLE 2-D
PERMITTED USES

	HC/G	HC/A	TC	CC	Comments
Automobile/Vehicle Sales	P	P	C	C	
Automobile Washing	P	P	P	X	
Banks and Savings & Loans	X	X	X	P	
Building Materials and Services	P	P	X	X	
Business Services	P	P	L	L	
Commercial Recreation	C	C	C	C	
Commercial Entertainment	C	C	C	C	encouraged Downtown
Communication Facilities	P	P	X	X	
Discount Stores	C	L (C)	C	C	
Discount Superstores	X	X	X	X	
Discount Clubs	C	L (C)	C	C	
Eating & Drinking Establishments	L	L	P	P	
▪ Food and Beverage SalesNeighborhood Store<2,500 sf	L	L	L	L	No CUP required when part of an automobile service station
▪ Between 2,500 to 10,000 sf	P	P	X	P	
▪ Larger than 10,000 sf	P	L	X	P	
	C	L (C)	X	C	
Food Preparation	L	L	L	L	
Hotels and Motels	C	C	P	P	
Laboratories	L	L	X	X	
Maintenance and Repair Services	P	P	X	X	

P= Permitted; X = Not Permitted; L = Limited Use; C = Conditional Use

TABLE 2-D
PERMITTED USES

	HC/G	HC/A	TC	CC	Comments
Nurseries	P	P	X	P	
Offices, Business & Professional	L	L	X	L	
Personal Improvement Services	P	P	X	P	
Personal Services	L	L	X	P	
Retail Sales	L	L	L	P	
Travel Services	X	X	P	P	
Truck and Commercial Vehicle Service	X	P	C	X	
Vehicle and Equipment Sales, Service and Rental	P	P	X	X	
Vehicle Storage	C	C	X	X	
Industrial Uses					
Industry, Limited	L	L	X	X	
Wholesaling, Distribution & Storage	L	L	X	X	

P= Permitted; X = Not Permitted; L = Limited Use; C = Conditional Use

Development Standards

2.2-h Table 2-E shows development standards for each commercial land use classification. These standards must be followed by all projects in the Specific Plan area, except where superseded by specific standards within a Subarea.

2.2-i Standards for residential development are in principles 2.13-a through 2.13-g and Table 2-N below. Additional regulations in the City's zoning and subdivision ordinances apply to all properties in the Specific Plan area designated for residential or commercial use.

2.2-j Development of properties in the Monte Vista West subarea north of Monte Vista Drive are subject to special limitations on development intensity due to circulation and access constraints. Any use(s) permitted in areas designated for Heavy Commercial use in this subarea are permitted in accordance with Table 2-D, but the floor area ratios in Table 2-E do not apply. Instead, development intensity on each parcel is limited based on a maximum p.m. peak hour trip generation for development on the site, as shown in Table 2-F. If development applications are submitted after January 1, 2000, further studies which might modify the trip limitation may be required. Access via the at-grade crossings existing in 1994 is limited to emergency vehicles, and uses existing at the time of Specific Plan adoption.

In cases where multiple parcels subject to this principle are in the same ownership, allowable development intensity may be transferred so that all development occurs on the parcel(s) fronting on Monte Vista, with the "landlocked" parcel (23-11-24) being restricted to open space uses in perpetuity. Commercial recreation or other activities that retain open space are desirable for this location.

2.2-k Intensification of development of assessor's parcels 23-03-27 and 23-03-20 above development levels in 1994 will be permitted only if street access from Monte Vista Drive is used. The railroad grade crossing existing in 1994 will not be permitted to be used as the point of access for more-intensive development.

TABLE 2-E. COMMERCIAL DEVELOPMENT STANDARDS

	HC	HC/A	CC	TC	Notes
Minimum Lot area (sq. ft.)	10,000	10,000	10,000	10,000	(1) (2)
Minimum Lot width (ft.)	100	100	100	100	(1) (2)
Minimum Lot Depth (ft.)	100	100	100	100	(1) (2)
Minimum Lot Frontage (ft.)	100	100	100	100	(1) (2)
Minimum Yards/Building setbacks (ft.)					
Front	20	20	15*	20	*See also Table 2-L
Side	20	20	0**	10	
Corner Side	20	20	15*	20	
Rear	20	20	0**	0	**10 ft. when adjacent to residential zone.
Minimum Parking Lot Setbacks (ft)					
Front	10	10	10	10	
Side	5	5	5	5	
Corner Side	10	0	10	10	
Rear	5	5	5	5	
Maximum Height (ft)	35*	35*	No limit*		*Hts. over 35 ft. subj. to MDP permit.
Maximum FAR	.35	.35	.25	.3	
Min. Landscaped Area (% lot area)	7.5	7.5	10	10	

(1) Not applicable to lots less than 10,000 sq.ft. which exist on the date of Specific Plan adoption.
(2) Lots which do not meet the minimum lot standards identified above may be permitted when part of an approved Planned Development.

TABLE 2-F Monte Vista West Subarea (North Triangle) Land Use and Development Intensity			Trip Budget *	
Parcel (APN#)	Acres	% Of Area	P.M. Peak Trips - Entering Site	P.M. Peak Trips - Exiting Site
23-11-23	16.7	20.27%	50.7	50.7
23-13-20	0.7	0.85%	2.1	2.1
23-13-18	21.56	26.17%	65.4	65.4
23-11-24**	35.55	43.15%	107.9	107.9
23-11-04	0.6	0.73	1.8	1.8
23-03-20	5.7	6.92%	17.3	17.3
23-03-27	1.57	1.91%	4.8	4.8
Total:	82.38	100.00%	250	250

notes:

*The allocation of vehicle trips is based on % of total area of "North Triangle" occupied by a given parcel. Transfer of assigned trip generation budget between properties is encouraged in order to increase development intensities on parcels fronting on Monte Vista Avenue. Transfer of development rights is also encouraged to maintain portions of the area in permanent open space.

** Includes 10-12 acre stormwater basin.

Examples of development types and intensities that would fit within the total trip generation budget for the "North of Monte Vista Triangle" are:

50 acres of low intensity commercial recreation
125,000 square feet of Commercial Nursery
18 hole Golf Course
390,000 square feet of Manufacturing/Assembly
530,000 square feet of warehouse space

2.3 PRINCIPLES: SPECIFIC PLAN AREA DESIGN

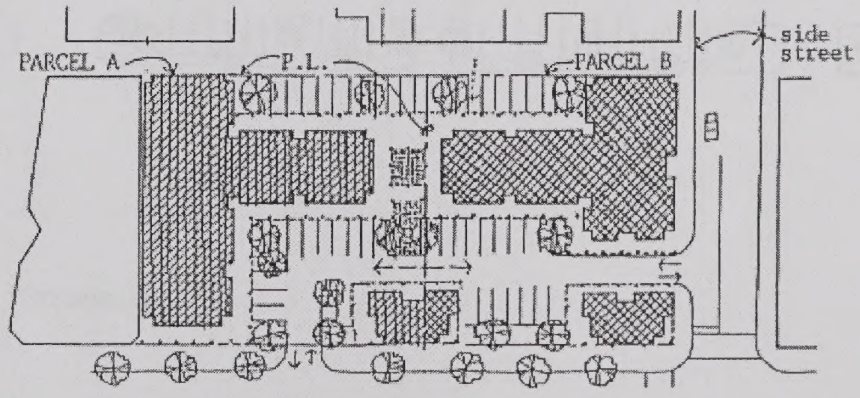
Site Planning

2.3-a Site organization should respect the arrangement of buildings, open spaces and landscape elements of adjacent sites in order to achieve continuity of design, maximize pedestrian access and visual interest, and create logical pedestrian and vehicle circulation patterns.

2.3-b New projects shall provide linkages to adjacent sites to encourage internal circulation by pedestrians, bicycles, automobiles and service vehicles. When no development exists on an adjacent property, provision shall be made for future internal linkages.

Implementation of this principle will reduce traffic volumes on public streets by reducing ingress and egress traffic. The method of linkage will depend upon the specific conditions of each project and may include connecting sidewalks, connecting drives, shared driveways and access points, and shared parking. See Figure 2-2.

Figure 2-2 Internal linkage between developments.



2.3-c Site planning should seek to retain existing trees 6" or more in diameter.

Portions of existing orchards in the Specific Plan Area could be retained and incorporated into Site Plans as landscape features. This will require careful judgement weighing the species and health of each tree, and the development program for the site. This principle does not limit removal of undesirable trees.

2.3-d All public street frontages in commercial districts within the Specific Plan Area shall provide at least 10 feet of public space between the planned curb and street-facing property line, except where conditions existing in 1994 prohibit such area. Where feasible, a public sidewalk shall be provided along both sides of each street. Street trees shall be planted at a minimum interval of 40 feet on center in commercial areas, and 30 feet on center in residential areas, and shall be of the species designated in each subarea section. See Figure 2-3.

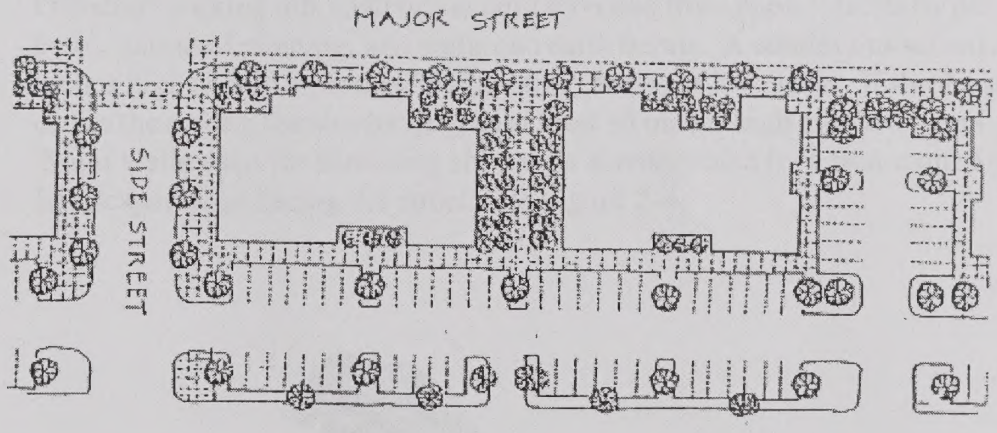


Figure 2-3 "Streetscape"

2.3-e Emphasize pedestrian circulation, pedestrian amenities and bicycle facilities in all site planning. Where conditions permit, orient principal building elevations toward publicstreets and sidewalks. Multi-building shopping centers should locate a minimum of 25% of allowable floor area (per FAR) in buildings along public street frontages.

2.3-f Shaded outdoor activity spaces such as courtyards, patios, arcades and covered walkways should be provided in all projects. Organize buildings, open spaces and plantings to take advantage of the spaces between buildings as opportunities for outdoor activities.

2.3-g Minimize the number of driveway openings to public streets. On arterials, corner properties should provide access from side streets and avoid driveway openings to the arterial per the standards contained Table 3-C and the Turlock Municipal Code.

2.3-h Implement the following parking lot principles and standards:

- Off-street parking lots shall be visually screened from public streets by planting, or a combination of planting, low walls and earth berms. A continuous screen at least 36 inches high should be formed by planting, berms or low walls. If shrubs are used to create the screen, the shrubs shall be at least 36 inches high after two years of growth. Solid walls used for screening should be accompanied by a minimum 5-foot wide landscaped edge facing the street. See Figure 2-4.

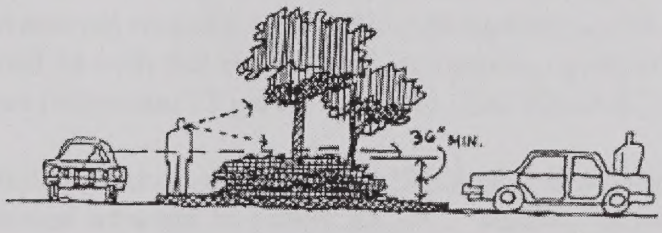


Figure 2-4 Parking Lot Screening

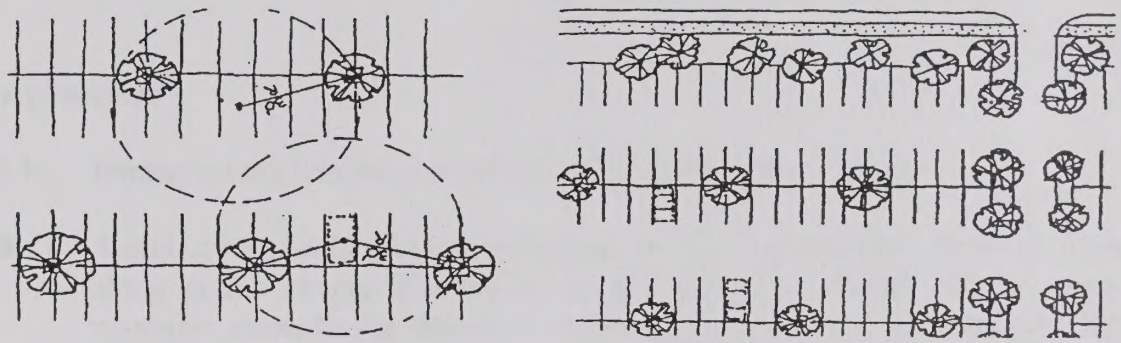


Figure 2-5 Internal and Perimeter Planting

- Parking lots shall be setback at least 5 feet from the building face. The 5-foot area between the parking lot and building shall be fully landscaped, unless used as a pedestrian walkway. Where this area is used as a walkway, planting pockets must be provided adjacent to the building.

- Provide planted parking lot setbacks at least 10 feet deep along public streets and 5 feet deep along interior property lines. At least one tree (minimum 24-inch box size) shall be planted for each 600 square feet of required setback area.

- Parking lots should provide tree canopies that soften the visual impact of the lot and provide relief from heat build-up. For all parking lots greater than 5,000 square feet, an internal area of at least 10% of the parking area shall be landscaped. Tree spacing shall be such that every designated parking space is within 30 feet of the trunk of a tree (minimum 15 gallon tree size). See Figure 2-5.

2.3-i Building services, equipment, loading and outdoor storage areas should not be located adjacent to public streets. Instead, locate these facilities to the rear or interior side of the property and visually screen them from view of streets, pedestrian spaces and neighboring properties. In larger commercial developments, separate loading and service areas from main circulation and parking areas.

Architecture

2.3-j Implement the following principles relating to building form:

- Architecture should promote pedestrian activity and interest. Building frontages along public streets, internal drives and sidewalks should provide storefront windows, street-facing entrances, outdoor activity spaces and attractive signage oriented to pedestrians. Avoid blank walls along public street edges, sidewalks and internal pedestrian paths.

- Building components in locations visible to the public in the normal course of business, and in areas adjacent to pedestrian walks, outdoor activity areas and public streets should reduce their perceived bulk by dividing large masses into smaller parts. This may be accomplished by projections and recesses, bays, arcades, articulated entrances and other architectural elements. Avoid long continuous wall planes in highly-visible locations. See Figure 2-6.

- Sloped roof forms are encouraged in small commercial buildings and in portions of larger buildings adjacent to streets, pedestrian areas and highly-visible locations. Large flat-roofed commercial buildings may often be "scaled down" at the edges by adding sloped parapets, covered walkways or other architectural elements that create visual interest and provide shadow relief. See Figure 2-7 example.

2.3-k Building materials should be selected for long-term durability and ease of maintenance. Careful consideration should be given to climatic factors, especially the impact of harsh summer sun on western and southern elevations. Recessed windows and shaded areas of glass are encouraged to reduce solar heat gain and glare. Highly-reflective materials and colors that reflect glare should not be used.

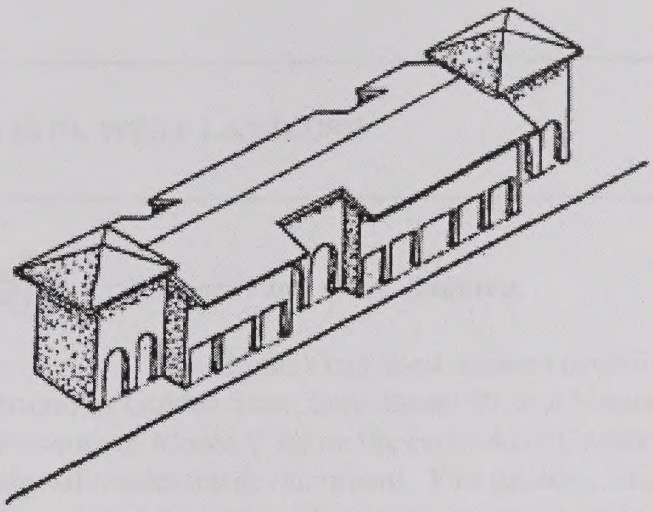


Figure 2-6 – Mass of Building is reduced by articulating building surfaces

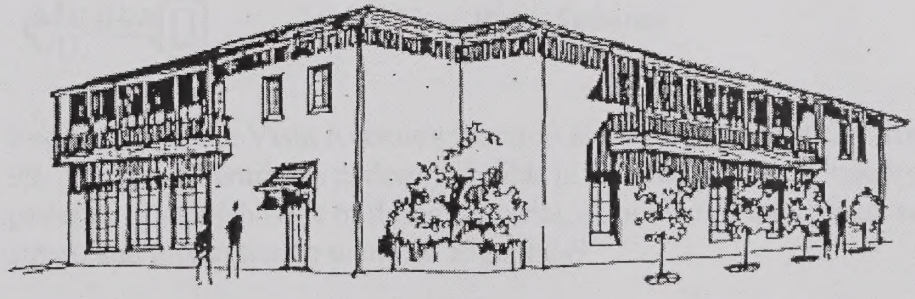
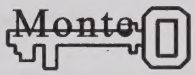


Figure 2-7 – Example of building which is "scaled-downed" at edges

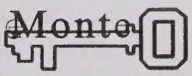
2.4 MONTE VISTA WEST LAND USE



Monte Vista West Subarea

The Monte Vista West subarea contains a "triangle-within-a-triangle": the area bound by Golden State, State Route 99, and Monte Vista Avenue. It also includes the property south of Monte Vista on the east side of Countryside Drive, extending south to the north edge of residential development. This subarea, which in 1994 is largely in agricultural use, is designated for Heavy Commercial uses. A wide range of employment-generating and visitor-serving uses will be permitted, including maintenance and repair businesses, building materials and services, commercial recreation, and limited industrial uses. A storm drain detention basin, approximately 12-acres in size, will be located north on Monte Vista. South of Monte Vista, the 24-acre site designated for Heavy Commercial uses may house a development that provides space for a mix of businesses, or a single user.

2.5 PRINCIPLES: MONTE VISTA WEST DESIGN



Monte Vista West Subarea

2.5-a Recognize Monte Vista Avenue's function as a gateway to the city from State Route 99. Provide an entrance parkway similar in landscape form to nearby rural orchard patterns. Establish wide building setbacks, a double row of trees on each side of the street, and city entrance markers. Figure 2-9.

2.5-b Improve public rights of way as shown in Table 2-G. A frontage road may be required along the north side of Monte Vista Avenue because of access limitations. Additional right-of-way may be necessary at intersections to insure adequate traffic operations.

TABLE 2-G MONTE VISTA WEST SUBAREA PUBLIC RIGHTS OF WAY	
Street Segment	**Monte Vista Avenue between State Route 99 and Golden State Boulevard**
Right of Way Description	Two travel lanes in each direction, a landscaped median, curb-adjacent sidewalks on both sides, and a planting easement inside of the sidewalk.
Street Trees	Double row of street trees regularly spaced at 40 feet on center, on both sides of the street. The street tree species is Celtis sinensis (Chinese Hackberry). Median trees shall be the same species, with random spacing.
See Also	Street Section, Figure 2-8 Tables 3-B and 3-C.

2.5-c Implement subarea development standards shown in Table 2-H.

TABLE 2-H MONTE VISTA WEST SUBAREA DEVELOPMENT STANDARDS	
Required Setbacks	40 foot landscaped setback for buildings and parking lots along the frontages of Monte Vista Avenue, measured from the face of curb. Signs meeting the design standards for the Specific Plan, may be placed within the setback area.
Access from Monte Vista to Individual Properties	Private driveways on Monte Vista Avenue are prohibited, except where a site specific traffic analysis can show that the driveway will not adversely affect safe roadway operations, and adopted level of service standards. One access drive (public or private) shall be provided as an extension of Countryside northward to serve properties in the area.
See Also	Principle 2.3-F Figure 2-9

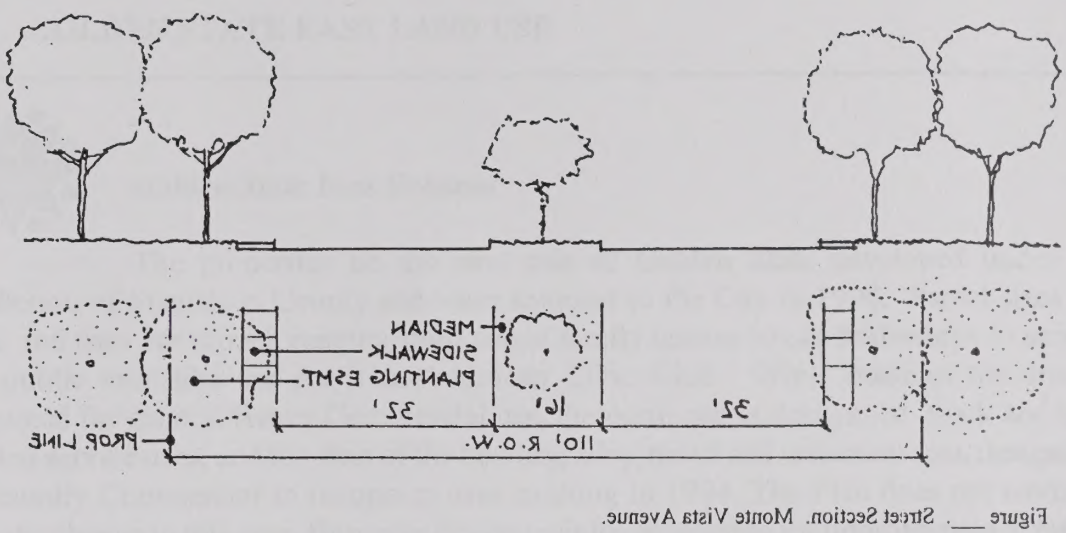


Figure ___. Street Section. Monte Vista Avenue.

Figure 2-8 – Monte Vista Avenue Street Section

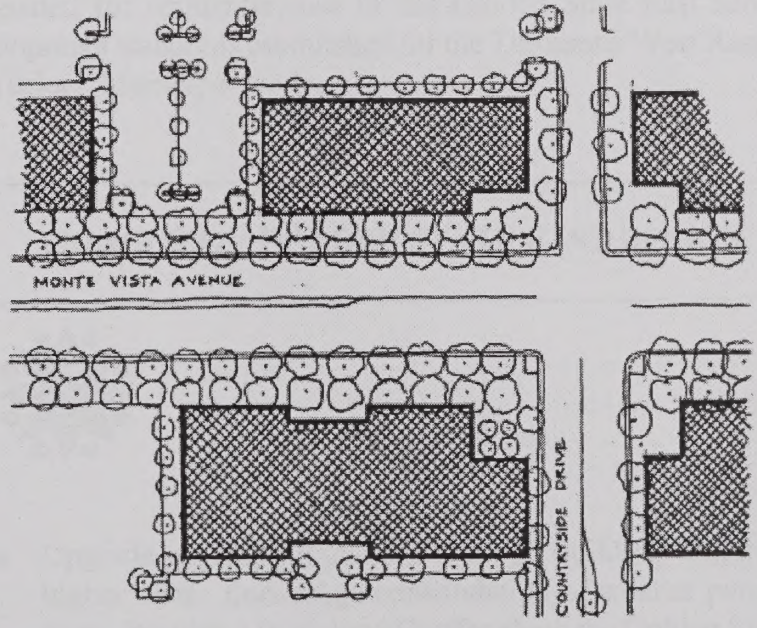


Figure 2-9 – Illustrative Development Plan, Monte Vista West Subarea

2.6 GOLDEN STATE EAST LAND USE

Golden State East Subarea

The properties on the east side of Golden State developed under the jurisdiction of Stanislaus County and were annexed to the City in 1994. Parcel sizes are small, and uses are mixed, ranging from single family houses to car dealerships to unique semi-public uses like the Assyrian-American Civic Club. While most of the area is designated for general Heavy Commercial use, the north end is designated truck and auto oriented service uses, and the sites of the bowling alley, motel and restaurant area, designated Community Commercial to recognize uses existing in 1994. The Plan does not envision dramatic change in this area. However Plan principles do provide for improvement of public services, and establish urban design standards that will be applied as new development occurs. The exception is the auto center along Golden State just south of Taylor, envisioned as an area developed at uniform standards where auto, truck dealers, and related businesses will be concentrated in a highly-visible and easily-accessible location. Other freeway serving commercial uses are likely to develop in this area as well. The small number of properties designated for residential use in the Golden State East subarea will be subject to the development standards established for the Tuolumne West Residential Subarea, and those in the Turlock Municipal Code.

2.7 PRINCIPLES: GOLDEN STATE EAST DESIGN

Golden State East Subarea

2.7-a Upgrade access, circulation, site and building design as properties redevelop to higher uses. Encourage consolidation of smaller parcels into larger development sites. Provide a landscaped buffer along the Golden State Boulevard frontage of all properties to visually unify sites as they develop or redevelop.

2. 7-b Improve public rights of way as shown in Table 2-I. Recognize that Golden State Blvd. may serve as an expressway, and review all development proposals for consistency with the adopted Regional Expressway Plan. Require modifications to development proposals where necessary, and feasible, to insure consistency. Additional right-of-way may be necessary at intersections to insure adequate traffic operations.

2.7-c Work to establish a Class I bikeway on the west side of Golden State Boulevard on Southern Pacific Railroad property, consistent with the General Plan bikeways map, and safety concerns.

TABLE 2-I
GOLDEN STATE EAST SUBAREA
PUBLIC RIGHTS OF WAY

Street Segment	**Golden State Boulevard between Taylor Road and Fulkerth Road**
Right of Way Description	Three travel lanes in each direction, a landscaped median, a curb-adjacent sidewalk on the east side of the street and a planting easement between the sidewalk and the property line.
Transit Stops	Transit stops shall be provided along the east side of Golden Sate Blvd., spaced at intervals of 1000 feet, and developed to City standards. Right-of-way and other improvements needed to establish transit stops shall be a requirement of all new development.
Bikeway	The City will work to establish a bikeway along the west side of the street, outside of the right-of-way, on railroad property
Street Trees	On the east side of the street, street trees at a regular interval of 40 feet, planted 2 1/2 feet behind the sidewalk in the planting easement. On the west side of the street, street trees shall be planted at a regular interval of 60 feet, approximately five feet behind the pavement edge. Minimum of one tree per parcel. The designated street tree for both sides of Golden State Boulevard is Magnolia grandiflora (Southern Magnolia).
See Also	Tables 3-B and 3-C.

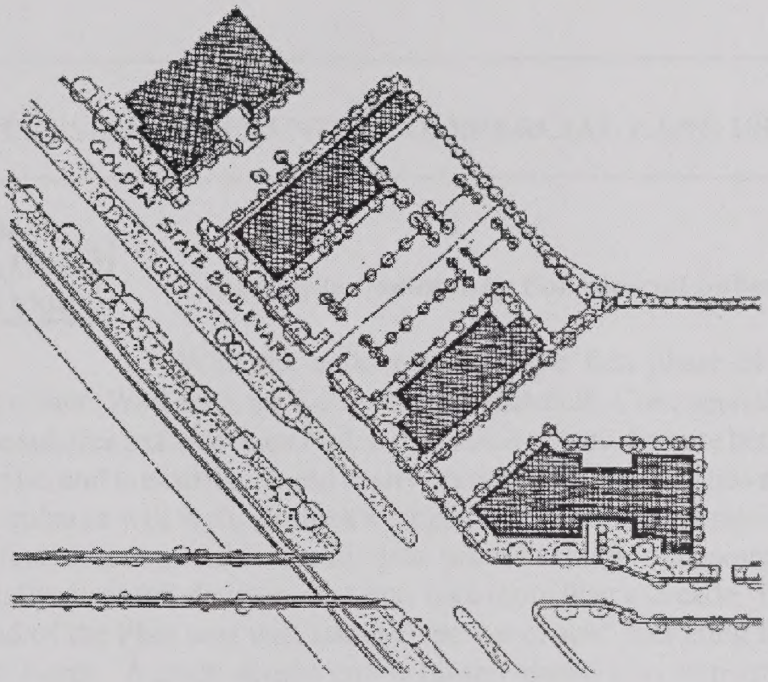


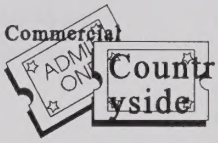
Figure 2-10 – Illustrative Development Plan for the Golden State East Subarea.

2.7-d Implement commercial development standards shown in Table 2-J. Apply residential development standards established in Section 2.13 for the Tuolumne West Residential Subarea.

TABLE 2-J
GOLDEN STATE EAST SUBAREA
DEVELOPMENT STANDARDS

Required Setbacks	For all properties fronting on Golden State Boulevard, 20 foot setbacks are required, regardless of land use classification. Building setbacks for other streets shall follow the requirements in Table 2-E.
Parking Lot Setback	A minimum 10 foot landscaped parking lot setback shall be provided along all public streets.
Driveway Openings	Limited to one per parcel where accessing Golden State Boulevard. Corner properties shall locate driveway openings on east-west streets. Shared driveways are required where feasible.
See Also	Figure 2-10

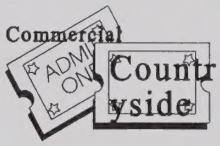
2.8 COUNTRYSIDE COMMUNITY COMMERCIAL LAND USE



Countryside Community Commercial Subarea

With the construction of the first phase of the Countryside Plaza shopping center (WalMart), the Countryside Community Commercial subarea began to take shape. The subarea extends from Fulkerth to Monte Vista Avenue between S.R. 99 and Countryside Drive, and is easily seen and easily accessible to freeway travellers. When fully developed, the subarea will have Turlock's largest concentration of retail space: over 1.3 million square feet. It isn't possible to anticipate just what kinds of businesses will locate in the area, especially since full development may take more than a decade. However, in 1994 the southern end of the Plan area will house a "power center" including a number of large warehouse-type stores. A multi-screen movie theater would also be permitted in the area. Development in the Countryside Commercial subarea will not just expand the amount of shopping in the City, it will expand the type of goods and services available, allowing Turlock residents to make more of their major purchases in town.

2.9 PRINCIPLES: COUNTRYSIDE COMMUNITY COMMERCIAL DESIGN



Countryside Community Commercial Subarea

2.9-a Create a visually and functionally unified commercial district through direct internal circulation linkages between adjacent developments, unified landscape and streetscape design, consistent site planning patterns and compatible architectural design that is sensitive to the site, climate and adjacent residential neighborhood.

2.9-b Improve public rights of way as shown in Table 2-K. Additional right-of-way may be necessary at intersections to insure adequate traffic operations.

TABLE 2-K
COUNTRYSIDE COMMUNITY COMMERCIAL
PUBLIC RIGHTS OF WAY

Street Segment	**Countryside Drive Between Monte Vista Avenue and Tuolumne Road**
Right of Way Description	Two travel lanes in each direction, a landscaped median, bike lanes in each direction, a curb-adjacent commercial standard sidewalk on the west side and along commercial frontages on the east side. Street trees shall be planted within standard city tree wells within the sidewalk along commercial frontages. A five (5) foot sidewalk shall be provided within the landscaped buffer area along the east side, where adjacent to residential property. The sidewalk shall be separated from the street by a minimum five-foot wide parkway strip.
Street Segment	**Countryside Drive between Tuolumne Road and Fulkerth Road**
Right of Way Description	Two travel lanes in each direction, a median (landscaped where feasible), a curb-adjacent commercial standard sidewalk along commercial frontages on the west side, and a five-foot curb-adjacent sidewalk on the east side. Street trees shall be planted within standard city tree wells within the sidewalk along commercial frontages.
Street Segment	**Countryside Drive from Monte Vista to Fulkerth**
East Side Easement	A 15-foot privately maintained landscaped easement shall be provided on the east side of the street along all residential development to buffer residences from Countryside Drive.
Street Trees	Planted on both sides of the street at a regular interval of 40 feet. The designated street tree is Pistacia Chinensis, (Chinese Pistache).
Transit Stops	Transit stops shall be provided along the east and west sides of Countryside Drive, spaced at a maximum interval of 1000 feet, and developed to City of Turlock standards.
Street Segment	**Fulkerth Road, between SR 99 and Subarea Boundary**
Right of Way Description	Two travel lanes in each direction, a landscaped median, bike lanes in each direction between Golden State Boulevard and Tully Road, a curb-adjacent sidewalk developed to commercial or residential standards as applicable, and a planting easement for street trees.
Street trees	Planted at a regular interval of 40 feet in the planting easement along both sides of the street. The designated street tree is Celtis sinensis (Chinese Hackberry).

TABLE 2-K
COUNTRYSIDE COMMUNITY COMMERCIAL
PUBLIC RIGHTS OF WAY

See Also Table 3-B
Figures 2-11 and 2-12

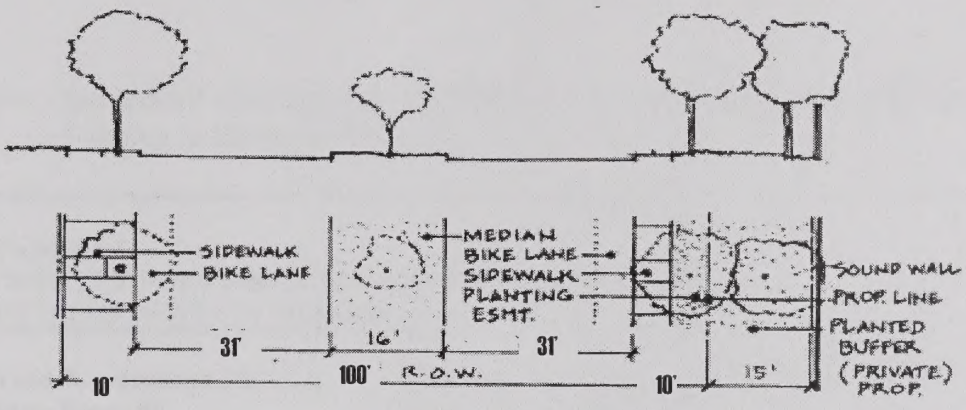


Figure 2-11 – Street Section. Countryside Drive between Monte Vista Avenue and Tuolumne Road

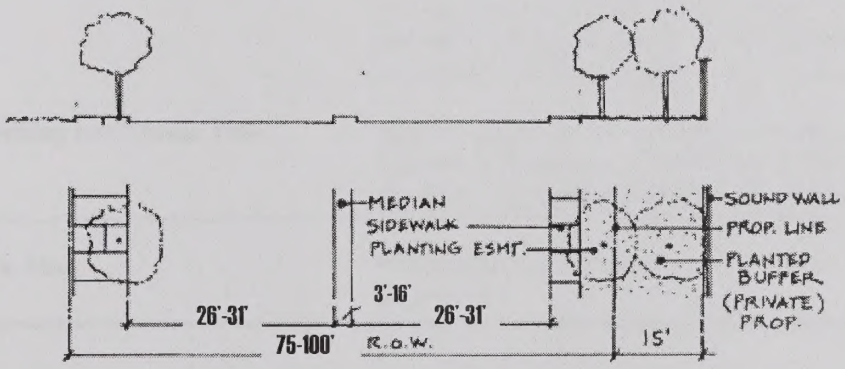


Figure 2-12 – Street Section. Countryside Drive between Tuolumne Road and Fulkerth Road.

2.9-c Implement development standards for the Countryside Community Commercial Subarea as shown in Table 2-L.

TABLE 2-L
COUNTRYSIDE COMMUNITY COMMERCIAL SUBAREA
DEVELOPMENT STANDARDS

Yard Requirement Abutting State Route 99	10 feet for yards abutting SR 99. Yards shall be planted with a row of trees with a minimum spacing of 40 feet on center.
Countryside Drive and Tuolumne Road Frontage	No yard requirement for buildings abutting Countryside Drive or Tuolumne Road. Where parking areas are located along the street-facing edge of the property, a minimum 10 foot wide fully-landscaped buffer shall be provided between the parking area and the sidewalk.
Building Elevations fronting Countryside Drive and Tuolumne Road	Buildings located on or within 10 feet of the Countryside Drive and Tuolumne Road property frontages shall provide at least 25% of their street-facing elevations as glazed storefronts and/or entrance doors. Service entrances, outdoor storage areas and dumpsters shall not be permitted along the public street frontages, except where they can be fully screened from public view and a minimum 30 foot landscaped buffer is provided. The buffer should include pedestrian amenities developed consistent with the design principles of the Specific Plan.
Parking Lot Theme Tree	The parking lot theme tree for the Countryside Community Commercial Subarea is Platanus acerfolia (London Plane Tree). A minimum of 80% of the shade trees within parking areas must be comprised of this tree.
See Also	Principle(s) 2.3-a through -f Figure 2-13

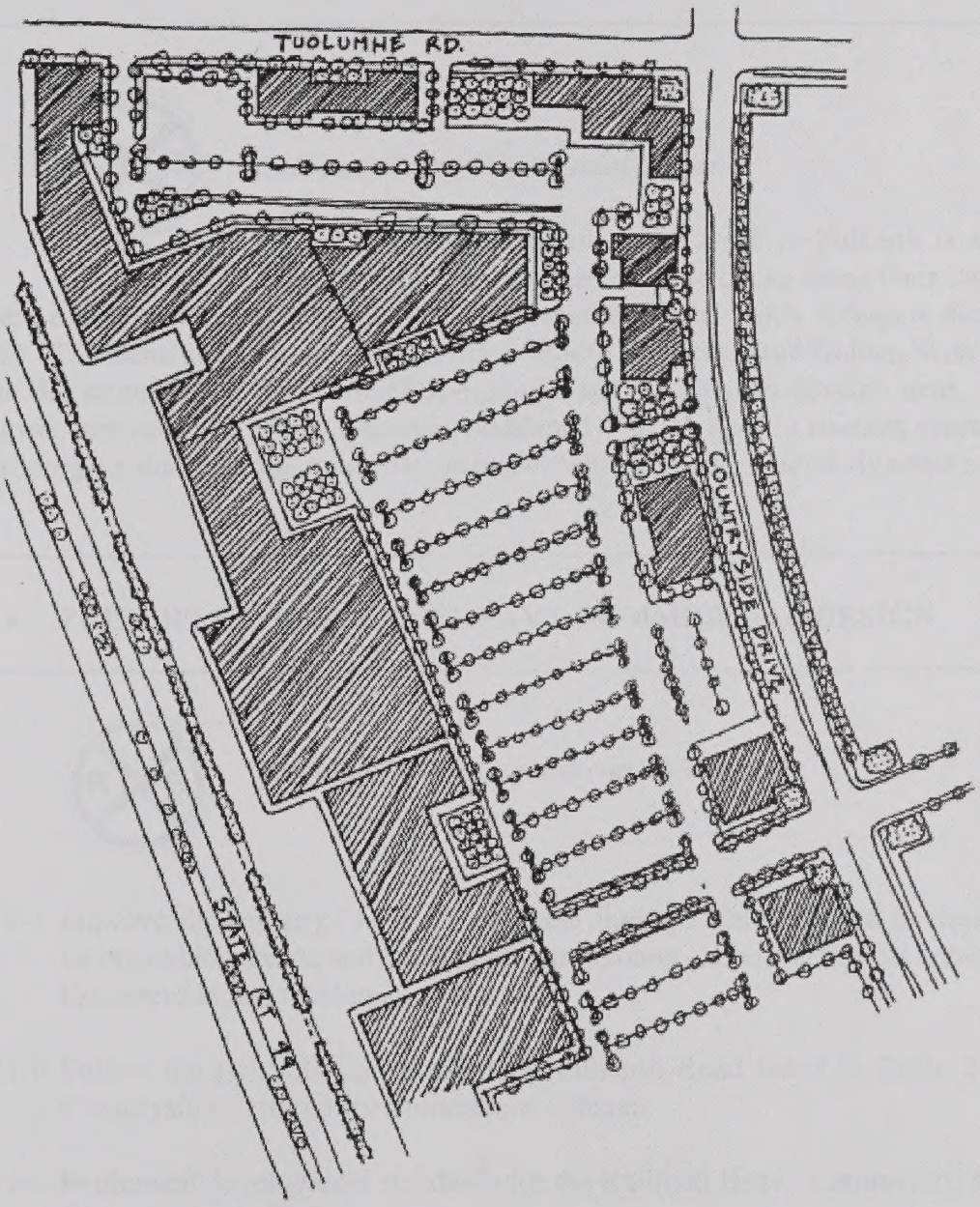


Figure 2-13 - Countryside Community Commercial Subarea, Illustrative Plan.

2.10 RAILROAD HEAVY COMMERCIAL LAND USE

Railroad Heavy Commercial Subarea

On both sides of Tuolumne and south to Fulkerth is a string of properties with the Southern Pacific tracks along their eastern edge. These comprise the Railroad Heavy Commercial subarea, which is largely developed in 1994. The same mix of uses allowed in the Monte Vista west and Golden State East areas with the same Heavy Commercial designation are expected to develop here. However, historic uses such as Turlock Concrete, combined with the need to co-exist peacefully with adjoining residential properties, may influence what activities ultimately settle in this area.

2.11 PRINCIPLES: RAILROAD HEAVY COMMERCIAL DESIGN

Railroad Heavy Commercial Subarea

2.11-a Improve the image of new development through well-designed landscaped areas facing public streets, and develop effective sound and visual buffers between Heavy Commercial and residential properties.

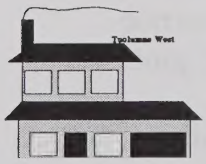
2.11-b Follow the right-of-way standard for Fulkerth Road listed in Table 2-K for the Countryside Community Commercial subarea.

2.11-c Implement development standards for the Railroad Heavy Commercial Subarea as shown in Table 2-M.

TABLE 2-M
RAILROAD HEAVY COMMERCIAL SUBAREA DEVELOPMENT STANDARDS

Properties Abutting Residential Properties	Eight-foot high solid masonry wall at all property lines abutting residentially-zoned properties.
Yard Landscaping	Required front and side yard building and parking setback areas facing public streets shall be fully landscaped with trees and shrubs. At least one tree, minimum 15 gallon size, for every 600 square feet of required yard area.
Screening	All service yards and outdoor storage areas shall be visually screened from public streets using solid screen walls or a combination of solid walls and landscaping. When solid walls are used for screening, provide a minimum five foot deep landscaped edge between the wall and the public street.
Eastern Edge	Along the eastern edge of parcels abutting the S.P. right of way, provide a minimum 10 foot deep landscape buffer area. Within this buffer, plant trees and shrubs to achieve a solid wall of landscaping as viewed from Golden State Boulevard around all exterior storage and parking areas.
Driveways	Access drives to public streets shall be limited to one driveway opening per parcel.

2.12 TUOLUMNE WEST RESIDENTIAL NEIGHBORHOODS LAND USE

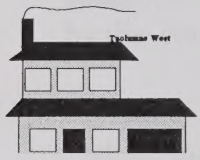


Tuolumne West Residential Neighborhoods Subarea

In 1994 the Royal Oaks and Fulkerth Manor subdivisions and the Oak Park Apartments form the core of the future residential neighborhood in the Northwest Triangle. At Plan buildout the number of dwelling units will increase by about 80%, bringing sufficient activity to create a residential neighborhood big enough to have identity and vitality. (Table 2-B provides information on housing and population in the subarea in 1994 and at Specific Plan buildout). Though most of the units added will be single family units, there will be a mix of lot sizes and building types as is described in the urban design

section of this chapter. A neighborhood park in the subarea will offer a design feature as well as a place to play, rest and meet for both residents and users of the Countryside Commercial area. Because of the nearby shopping and services, the subarea may be a good location for group quarters serving households with special needs such as senior citizens or developmentally disabled adults. As discussed in the City's Housing Element, state law establishes that when such operations serve six or fewer adults they require no special permits or approvals.

2.13 PRINCIPLES: TUOLUMNE WEST RESIDENTIAL NEIGHBORHOODS DESIGN



Tuolumne West Residential

2.13-a Create a residential neighborhood with strong pedestrian and bicycle linkages that encourage walking and biking. Emphasize pedestrian and bicycle amenities on Tuolumne Road, which will link the neighborhood to Donnelly Park, Crowell School and other destinations east of Golden State. With the construction of the pedestrian and bicycle bridge over State Route 99, Tuolumne will also become an important walking and biking link to Pedretti Park.

2.13-b Locate a new public park near the center of the neighborhood at Tuolumne Road and Countryside Drive.

2.13-c Along Tuolumne Road, new single family dwellings shall front the street and be provided with alley access from the rear. Dwellings shall not be sited with their back portions fronting Tuolumne Road, and sound attenuation walls will not be permitted along Tuolumne Road frontages.

2.13-d Dwellings shall not be sited to front Countryside Drive. Dwellings located on the east side of Countryside Drive shall front internal subdivision streets and shall be separated from the road by a landscaped buffer. Design solutions shall be incorporated into the landscaped buffer and/or individual project design to mitigate privacy concerns, and sound impacts to a level consistent with adopted community noise exposure levels. Measures may include, but are not limited to: berming, frontage roads, increased setbacks, and architectural design features. Sound walls are discouraged.

2.13-e Permit no more than two new subdivision access streets on each side of Tuolumne Road between Countryside Drive and Tully Road. In addition, pedestrian and bicycle only linkages shall also be provided to Tuolumne Road from interior subdivision streets. (See Figure 2-14)

2.13-f Permit not more than one new subdivision access street on the segment of Countryside Dive between Tuolumne Road and the northern boundary of the residential neighborhood, and one new subdivision access street on Countryside drive between Tuolumne and the new collector street to the south.

2.13-g Apply the development standards in Table 2-N to residential development. Where not specifically addressed in the Specific Plan development standards shall be as required by the Turlock Municipal Code.

2.13-h To reduce noise impacts to residents, no residential unit may be located within 200 feet of the railroad tracks along the eastern boundary of the subarea. Because allowable densities within the land use categories are units per gross acre, compliance with this standard should not reduce the potential residential density. Property affected by this requirement may develop under site specific development standards pursuant to a Planned Development zoning designation.

2.13-i The designs for all single and multiple family housing located within 600 feet of the railroad tracks, and those facing onto Tuolumne Road between Tully Road and Countryside Drive, must be reviewed by a qualified acoustical engineer. Noise control treatments shall be incorporated into the design when needed to insure conformance with City and State noise guidelines.

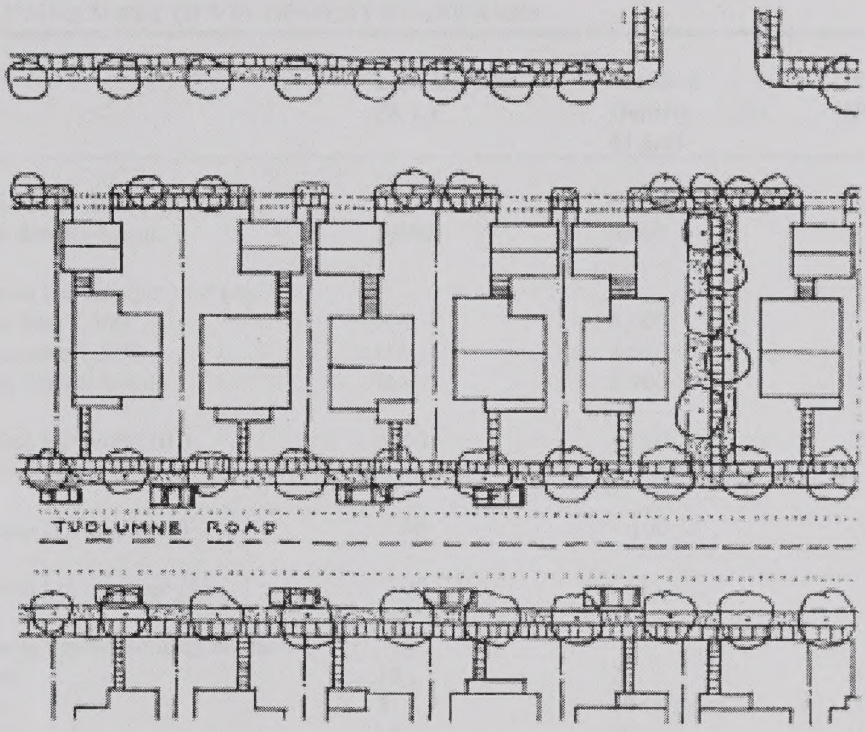


Figure 2-14 Illustrative Plan. Tuolumne Road Residential Neighborhood.

TABLE 2-N
TUOLUMNE WEST DEVELOPMENT STANDARDS

	Low Density (R-L)	Medium Density (R-M 6.0)	High Density (R-H 1.9)
Minimum Lot Area (sq. ft.)	4,500	6,000	7,500
with density bonus	5,000	5,000	7,500
Minimum Lot area per unit (sq. ft)			
Less than 7,500	NA	6,000	7,500
More than 7,500	NA	3,600	1,900
With density bonus	NA	2,900	1,500
Minimum Lot width (ft.)	5060	60	7580
corner		65	
Minimum Lot depth (ft.)	90	100	100
Minimum Lot frontage (ft)	35	35	35
Minimum Yards/Building Setbacks			
Front	15	20	20
Side	5	10 ft./story	10 ft./story
Corner Side	15	20	10
Rear	5	10 ft./story	10 ft./story
Minimum distance between structures (ft.)	6	10	10
Min. driveway length from back of sidewalk	20 ft	20 ft	20 ft
Maximum height (ft)	35	35	35
Maximum nonresidential FAR	0.3	0.3	0.3
Useable Open space per dwelling	1,200 sf	500 sf	500 sf

See Also: Figure 2-14 and Principle(s) 2.13-a through 2.13i.

Note: These development standards and design requirements must be used in conjunction with those found in the Zoning and Subdivision Ordinances of the Turlock Municipal Code.

2.13-j Improve public rights of way as shown in Table 2-O.

TABLE 2-O
TUOLUMNE WEST RESIDENTIAL
PUBLIC RIGHTS OF WAY

Street Segment	**Tuolumne Road between State Route 99 and Golden State Boulevard**
Street Right of Way Description	One travel lane in each direction, a planting parkway strip for street trees, and a curb-separated sidewalk on both sides of the street. Bike lanes are to be provided in both directions, within the paved street width.
Street trees	Planted within the parkway on both sides of the street, at a regular interval of 40 feet. The designated street tree is Fraxinus ornus (Raywood Ash).
Access Restrictions	No new private driveway openings are permitted except where serving commercial uses. No more than two subdivision access streets are permitted on each side of Tuolumne between Countryside and Tully.
Street segment	**Tully Road between Tuolumne Road and Fulkerth Road**
Street right of way Description	One travel lane in each direction, a curb-adjacent sidewalk on both sides of the street, and a planting easement for street trees. Bike lanes in both directions within the paved street width.
Street Trees	Planted on both sides of the street in a planting easement behind the sidewalk, at a regular interval of 40 feet, 2 1/2 feet behind the sidewalk. The designated street tree shall be Pistacia Chinensis (Chinese Pistache) .
Street Segment	**New Collector between Countryside Drive and Tully Road**
Right of Way Description	One travel lane in each direction, a curbside parking lane in each direction, a curb-separated sidewalk and a parkway strip.
Street trees	Within the parkway strip on both sides of the street, planted at a regular interval of 40 feet. The designated street tree is Pistacia Chinensis (Chinese Pistache).
Street segments	**Residential Subdivision Streets**
Right of Way Description	One travel lane in each direction, a parkway strip for street tree planting and a curb-separated sidewalk
Street trees	In the parkway, planted at a regular interval of 30 feet. The street tree must be selected from the list of species identified in the Street Tree Master Plan for the area.
See Also	Figures 2-15, 2-16, and 2-17

Figure 2-15 – Street Section. Tuolumne Road between Tully Road and Countryside Drive.

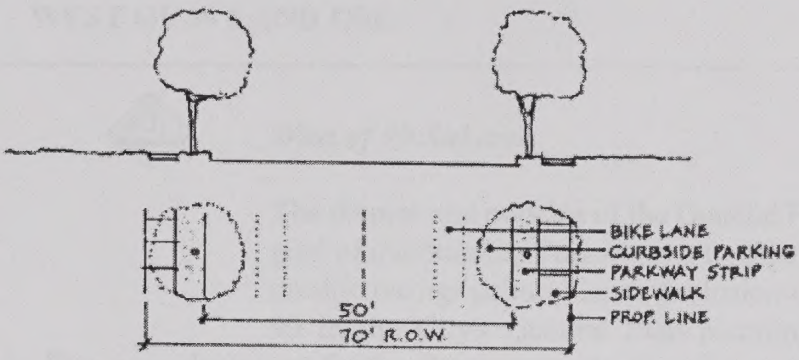


Figure 2-16 – Street Section. Tully Road.

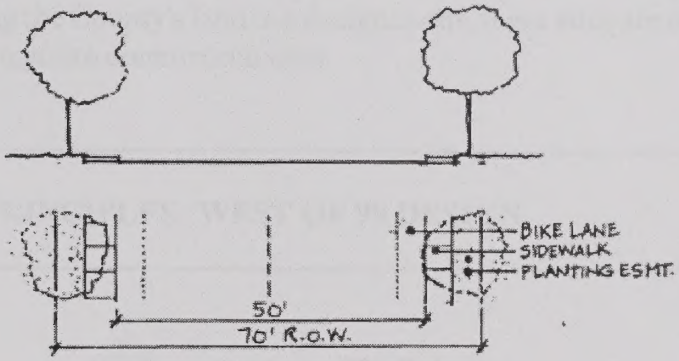
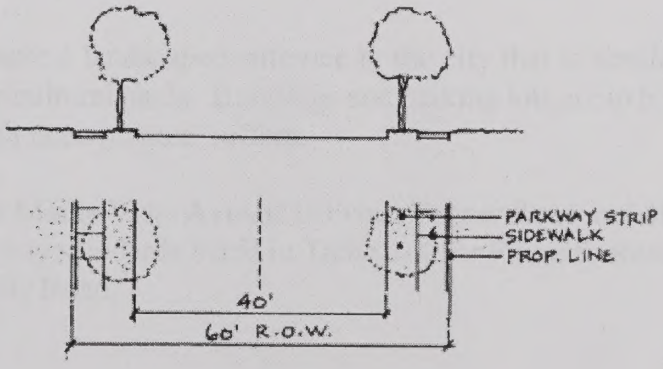


Figure 2-17 – Street Section. Residential Subdivision Street.



2.14 WEST OF 99 LAND USE

West of 99 Subarea

The themes and policies of the General Plan repeatedly stress the goal of maintaining Turlock as a freestanding city surrounded by productive agricultural land. Inclusion of land west of Highway 99 in the City's General Plan planning area and now in the Specific Plan provides a way for the City to express its policy regarding land that will not become urbanized. Agricultural activity as well as the public and semi-public activities now in place (Pedretti Park and the existing church), will continue. Stanislaus County, in its General Plan, has designated for commercial use the parcels adjoining the interchanges at Monte Vista and Fulkerth on the west side of 99. In keeping with the City's policy of respecting the County's land use designations, these sites are designated on the Specific Plan for thoroughfare commercial uses.

2.15 PRINCIPLES: WEST OF 99 DESIGN

West of 99 Subarea

2.15-a Create a landscaped entrance to the city that is similar in character to the adjacent agricultural lands. Buildings and parking lots are to be setback from street frontages with deep planted buffers.

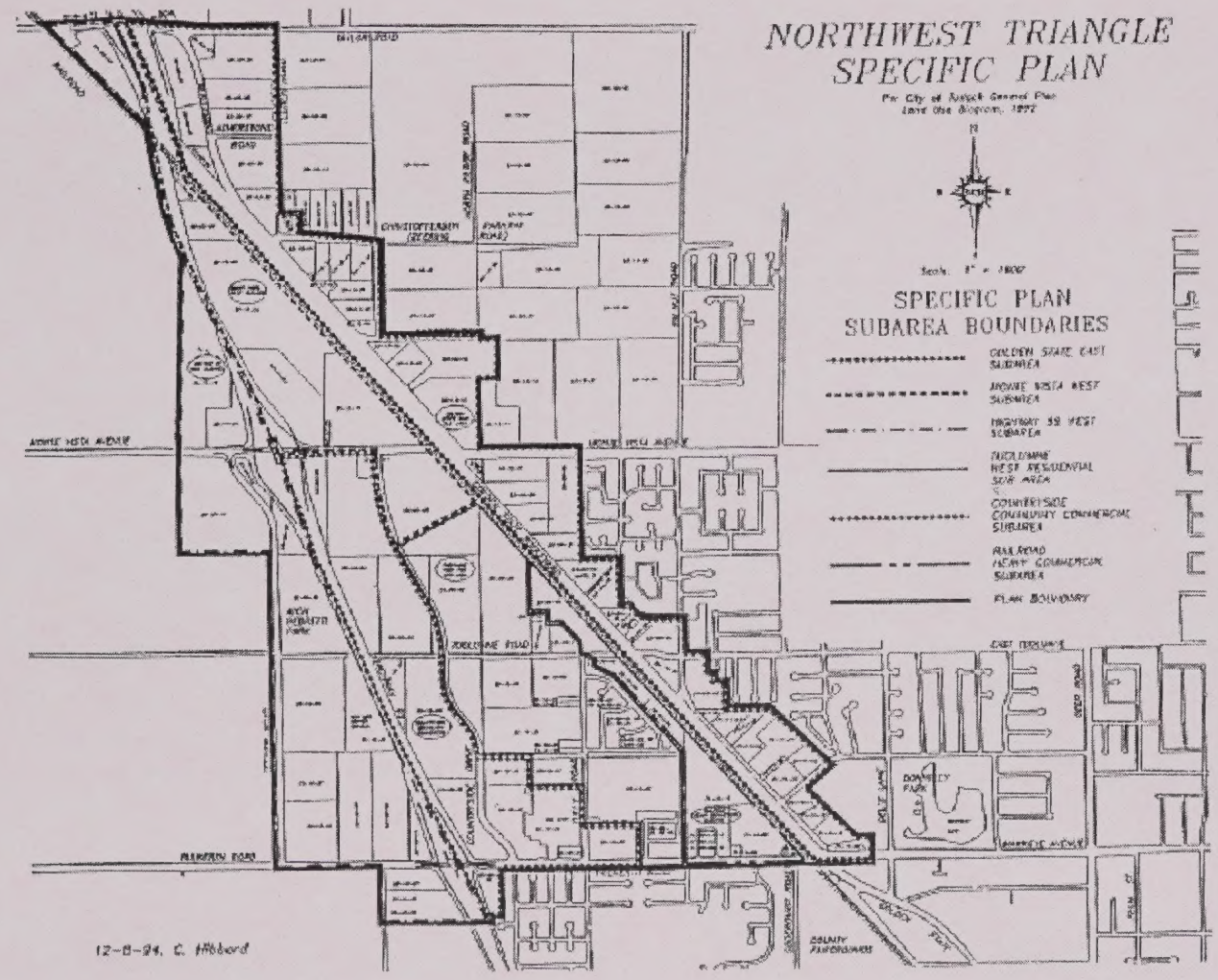
2.15-b For Monte Vista Avenue between Tegner Road and State Route 99, follow the right of way standards listed in Table 2-K for Fulkerth Road between State Route 99 and Tully Road.

2.15-c Implement subarea development standards shown in Table 2-P.

TABLE 2-P
WEST OF 99
SUBAREA DEVELOPMENT STANDARDS

Required Setbacks and Planting	A 40 foot landscaped setback for buildings and parking lots along the frontages of Monte Vista Avenue and Fulkerth Road. Within this setback area, a double row of trees planted at a regular interval of 40 feet on center.
Yards Abutting State Route 99	10 feet yards abutting State Route 99, planted with a row of trees as identified in the City's adopted street tree plan, with regular spacing of at most 40 feet on center.

Figure 2-18 - Northwest Triangle Specific Plan Subareas and Boundaries



3. TRANSPORTATION AND CIRCULATION

3.1 EXISTING CONDITIONS AND ANTICIPATED CHANGES

Development in the Northwest Triangle and continued growth in surrounding areas in the city and county will bring significant traffic growth. Improved circulation facilities will be needed throughout the city and surrounding area as a result. Traffic volumes are expected to more than double over the next 20 years on a number of roadways in the area as growth in the city occurs consistent with the General Plan.

The backbone of the circulation network for the Specific Plan area is established in the General Plan Transportation Element. Most of the primary roadways in the Specific Plan area exist in 1994, but are not fully improved to the ultimate configuration identified in the General Plan. A number of roadways in the Specific Plan area which will ultimately be four lane arterials or collectors are in 1994 two lanes with graded shoulders.

The General Plan Transportation Element identifies a number of major circulation improvements that serve the Specific Plan Area. These improvements, listed in Table 5.2-C of the General Plan, include upgrading Taylor Road, Christoffersen Parkway, Monte Vista Avenue, and Fulkerth Road, extending West Tuolumne Road and Tully Road, and signalizing the intersections of Golden State Boulevard with Monte Vista Avenue and Tuolumne Road. Local streets providing access to individual properties and subdivisions will be designed and constructed as part of separate development projects.

The Specific Plan area is directly served by the Southern Pacific Railroad. The S.P. tracks act to limit east/west circulation between the Northwest Triangle and Golden State Boulevard and the remainder of the city. Railroad crossings in the Specific Plan area are at Taylor Road, Monte Vista Avenue, Tuolumne Road, Fulkerth Road and one minor driveway to a parcel between Monte Vista and Taylor Road. The crossings are at-grade, controlled with gates, and close enough to Golden State Boulevard to affect traffic operations at intersections along Golden State Boulevard.

Traffic Operations

Traffic conditions within the Plan area are good in 1994. The roadway network typically accommodates traffic with limited delay. Existing 24-hour traffic volumes and estimates of future daily traffic volumes on major streets within the Specific Plan area at General Plan buildout are summarized in Table 3-A.

TABLE 3-A
EXISTING AND FUTURE 24-HOUR TRAFFIC VOLUMES (TWO-WAY)

Roadway Segment	Existing 24 Hour Traffic Volumes (1)	General Plan Buildout 24 Hour Traffic Volumes (2)
Monte Vista/		
Golden State - Walnut	12,250	24,000
Golden State/		
Walnut - Tuolumne	10,900	16,000
Fulkerth - 20th Century	19,300	24,000
Fulkerth/		
Tully - Countryside	11,500	23,000
Tully - Logan	8,000	23,000
Tully/		
Main - Tuolumne	3,110	4,000

(1) City of Turlock, 1993, 1994
(2) Turlock General Plan MEA/ DEIR, 1992

3.2 SPECIFIC PLAN TRAFFIC ANALYSIS

The traffic analysis completed for the Specific Plan was based on the traffic modelling completed for the City's General Plan update in 1992. Proposed land uses and development intensities associated with the Specific Plan are consistent with General Plan land uses, so the results of the previous modelling effort remain valid. The results of the previous analysis have been expanded to include a P.M. peak hour analysis of future traffic conditions at select intersections. This was done to allow a more detailed evaluation and determination of improvements required to accommodate buildout of the area and the remainder of the city. The traffic model forecasts were developed using the 1990 version of the Stanislaus Area Association of Government's (SAAG) traffic forecasting model. The forecast included estimates of year 2010 land use in the City and in all parts of the County outside of the General Plan Planning Area. General Plan land use designations were used for areas within the Planning Area.

3.3 PRINCIPLES: CIRCULATION SYSTEM

3.3-a Monitor traffic service levels and implement Specific Plan and Transportation Element improvements prior to deterioration in levels of service below the standard established in the General Plan.

Development approvals should require demonstration that traffic improvements necessary to maintain acceptable service levels will be in place to accommodate trips generated by the project. (See General Plan implementing policies 5.1-c, 5.1-d and 5.1-e). This will require trip generation and intersection analysis/monitoring within the Specific Plan area on an ongoing basis by the City, in order to limit delays for project applicants. A specific charge for this work should be placed on all new commercial and residential development to finance the ongoing cost of this work. (See Chapter 7 - Implementation).

3.3-b Continue to coordinate with the California Department of Transportation (CALTRANS) to achieve timely construction of freeway interchange improvements.

3.3-c Seek to amend Stanislaus County's 1990 Regional Expressway Study to change Golden State Boulevard's expressway designation to Class C for that portion between Taylor Road and Fulkerth Road, and remove the expressway designation for the portion between Fulkerth and "F" Street. Additionally, seek to change the Taylor Road designation (east of Golden State) from an expressway to major collector or arterial status, and designate Christoffersen Parkway as the Class "C" east-west expressway in Turlock.

Street Network

3.3-d Implement the Circulation System Planning and Design Criteria found in Appendix A of the Turlock General Plan, with those modifications identified in the Specific Plan.

3.3-e Locate arterials and collectors according to the alignments shown in the Specific Plan Land Use Diagram.

3.3-f Build arterial and collector roadways to the standards shown in Table 3-B.

Table 3-C summarizes the major roadway improvements that are part of the Specific Plan.

3.3-g Limit future access to roadways in the Specific Plan Area as indicated in Table 3-B to the extent possible.

Preservation of Rights-of-Way

3.3-h Take appropriate action to establish precise alignments and preserve required rights-of-way based upon the Specific Plan diagram and standards delineated in Table 3-C for all existing and future expressway, arterial, and collector roadways.

Non-Auto Transportation

One of the six themes of the City's General Plan is "Fostering development that offers alternatives to auto use, especially for non-commute trips." This theme is continued in the

Specific Plan through policies in the Land Use and Urban Design chapter and in this section.

3.3-i In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets and retail and recreation areas should be facilitated to the greatest degree possible.

See principles in sections 2.3 and 2.4, and General Plan sections 5.4 and 7.7.

3.3-j Design considerations for arterial streets and new commercial development should provide for bus loading and unloading without disruption of traffic flows.

3.3-k Continue to cooperate with other agencies and jurisdictions to promote local and regional public transit serving Turlock.

3-3.1 Implement the bikeway plan in the Transportation Element of the city's General Plan and bikeways and bike lanes included in the Specific Plan.

3.3-m Provide safe and direct pedestrian routes and bikeways between major attractions in the Plan Area.

3.3-n Pursue all available funding sources in order to obtain funds to construct a pedestrian and bike overcrossing of SR 99 as an extension of Tuolumne Road in order to provide easy non-auto access to Pedretti Park and other West of 99 uses. The City should work with commercial property owners of the parcels adjacent to the overcrossing, to provide shared parking for users of Pedretti Park. This should help eliminate or minimize potential traffic and parking problems immediately around Pedretti Park.

Examples of potential funding sources include "REMOVE" grants administered by the San Joaquin Valley Unified Air Pollution District. These grants typically total $4 to $5 million dollars per year, and are specifically identified for projects with air quality benefits. Additionally, the Stanislaus Association of Governments administers several grant programs which are targeted to projects which help relieve traffic congestion.

TABLE 3-B
ROADWAY CLASSIFICATIONS AND DESIGN STANDARDS

Street Segment	Classification	Travel Lanes		Parking/ Bike Lanes		Access Restrictions	Median (Width)	ROW Width	Notes
		#	Paved Width	Parking	Bike Lanes				
Taylor/ Walnut - Golden State	Arterial or Major Collector	4	60'	No	No	A	16'	84/100'	(1)
Golden State - SR 99	Expressway	4	80'	No	No		16'	100'	
SR 99 - Tegner	Expressway	4	60'	No	No		16'	100'	
Monte Vista/ Walnut - Golden State	Arterial	4	80'	No	Yes	A	16'	110'	(2)
Golden State - SR 99	Arterial	4	80'	No	No		16'	100'	
SR 99 - Tegner	Arterial	4	80'	No	No		16'	100'	
Tuolumne/ Crowell - Golden State	Collector	2	50'	No	Yes	B	No	70'	(3)
Golden State - SR 99	Collector	2	50'		Yes (3)		No	70'	
SR 99 - Tegner	Collector	2	40'	No	Yes (3)		No	60'	
Fulkerth/ Golden State - Tully	Arterial	4	80'	Yes	Yes	A	Varies	90'	(4)
Tully - SR 99	Arterial	4	80'	No	No			90'	
SR 99 – Tegner	Arterial	4	80'	No	No			100'	

TABLE 3-B
ROADWAY CLASSIFICATIONS AND DESIGN STANDARDS

Street Segment	Classification	Travel Lanes		Parking/ Bike Lanes		Access Restrictions	Median (Width)	ROW Width	Notes
		#	Paved Width	Parking	Bike Lanes				
Taylor/									
Walnut - Golden State	Arterial or Major Collector	4	60'	No	No		16'	84/100'	(1)
Golden State - SR 99	Expressway	4	80'	No	No	A	16'	100'	
SR 99 - Tegner	Expressway	4	60'	No	No		16'	100'	
Monte Vista/									
Walnut - Golden State	Arterial	4	80'	No	Yes	A	16'	110'	(2)
Golden State - SR 99	Arterial	4	80'	No	No		16'	100'	
SR 99 - Tegner	Arterial	4	80'	No	No		16'	100'	
Tuolumne/									
Crowell - Golden State	Collector	2	50'	No	Yes	B	No	70'	(3)
Golden State - SR 99	Collector	2	50'		Yes (3)		No	70'	
SR 99 - Tegner	Collector	2	40'	No	Yes (3)		No	60'	
Fulkerth/									
Golden State - Tully	Arterial	4	80'	Yes	Yes	A	Varies	90'	(4)
Tully - SR 99	Arterial	4	80'	No	No			90'	
SR 99 – Tegner	Arterial	4	80'	No	No			100'	

TABLE 3-B
ROADWAY CLASSIFICATIONS AND DESIGN STANDARDS

Street Segment	Classification	Travel Lanes		Parking/ Bike Lanes		Access Restrictions	Median (Width)	ROW Width	Notes
		#	Paved Width	Parking	Bike Lanes				
Golden State/ Taylor - Monte Vista	Expressway	6	64' - 76'	No	No	A	Varies	156'	(5)
Monte Vista - Main	Expressway	6	64' - 76'	No	No		Varies	156'	
Tully/ Tuolumne - Fulkerth	Collector	2	50'	Yes	Yes	B	No	70'	
Countryside/ Monte Vista - Tuolumne	Arterial	4	80'	No	Yes	B	Yes (16')	100'	
Tuolumne - Fulkerth	Arterial	4	68- 80'	No	No		(6)		(6)
Tegner/ Monte Vista - Fulkerth	Major Collector	2	60'- 64'	No	No	B	No	84'	(7)
New Connector Countryside - Tully	Collector	2	40'	No	No	B	No	60'	

TABLE 3-C
ROADWAY CLASSIFICATION AND DESIGN STANDARDS - NOTES TO TABLE 3-B

(A) Local and collector street intersections with expressways/arterials should be spaced a minimum of 600 feet apart. Expressways/arterial intersections with other expressways/arterials should be spaced a minimum of 1,300 feet apart. No intersection with an expressway/ arterial, should be closer than 1,000 feet to an expressway/arterial intersection with a freeway ramp, except on Monte Vista Avenue east of SR 99.

Future driveways to commercial and multifamily land uses along expressways/ arterials will be limited. No driveway along expressways/ arterials should be within 250 feet of the intersection of two expressways/ arterials or an expressway/ arterial and a collector street. Shared driveways between adjacent businesses will be required where traffic volumes to and from both businesses are light (less than 80 vehicles per hour from both). No left turns will be permitted into or out of driveways. Left turns to and from driveways on arterials will be blocked with medians.
Modifications to these standards may only be permitted where project specific traffic analysis show that resulting left turn movements will not cause the level of service for the roadway to fall below the adopted General Plan standard of "C."

(B) Commercial and employment area driveways should connect to collector streets, and their number should be limited to the minimum possible. Shared driveway uses are encouraged for businesses which do not generate high volumes of traffic - 200 ADTs or less per business with combined maximum of 500 ADTs.

Driveways on collector streets may not be closer than 50 feet to a major intersection. Where site conditions prevent attainment of the minimum standard, they shall be limited to right turns in and out only. Non-residential driveways and/or intersecting streets or collector streets should be no closer than 300 feet apart.

(1) Taylor Road is currently identified as an expressway between Washington and Waring in the Transportation Element of the city's General Plan and the 1990 Stanislaus County Expressway Plan. Year 2010 traffic forecasts show a need for two lanes east of Golden State, 4 lanes between Golden State and SR 99 and 2 lanes west of SR 99. The city should seek to designate Christoffersen Road, instead of Taylor Road, as a Class C expressway consistent with Policy 3.3-c. The city should reserve enough ROW to achieve 4-lane arterial status between Washington and Waring (100 feet per General Plan guidelines for arterials). The section between SR 99 and Golden State should be improved to four lanes as the area develops and the balance should be improved to two lanes while retaining the ability to widen to four lanes in the future as needed. The two lane sections should consist of a 60-foot paved width with two 14-foot travel lanes, a 16-foot median and 8-foot shoulders. The intersections of Taylor with the north and southbound SR 99 ramps should be signalized as part of the Specific Plan or City Capital Facilities Program.

(2) The intersections of Monte Vista with the north and southbound SR 99 ramps and Countryside Drive will be signalized as part of the Specific Plan. The intersection of Monte Vista and Golden State will be signalized as part of improvements planned in 1996 for that location by the city. The inbound approaches of Monte Vista at Golden State and Countryside should be widened to 84 feet (widen by four feet on the right side in the inbound direction a length of 200 feet for right turn lanes).

TABLE 3-C
ROADWAY CLASSIFICATION AND DESIGN STANDARDS - NOTES TO TABLE 3-B

The mid-block portions of Tuolumne between Golden State and Countryside Drive are to be striped for on-street parking which will be available until traffic volumes on Tuolumne reach 10,000 average daily traffic (adt). At that time the parking on Tuolumne will be removed. Parking requirements for development projects in the Tuolumne West residential subarea should assume that parking on Tuolumne will not be available over the long term.

(3) The 50-foot width will allow widening to four lanes at some point in the future if ever needed. The paved width should be widened to 60-foot within 200 feet of intersections (Countryside, Tully, and Golden State) to include exclusive left and right turn lanes as well. The cross section at intersections should include 12-foot wide left, through, and right turn lanes inbound, a 14-foot outbound through lane and 5-foot bike lanes. The 10-foot widening should occur on the right or curb side of the inbound lanes to accommodate the exclusive right turn lane. The intersections of Tuolumne with Countryside Drive, Tully Road and Golden State Boulevard will be signalized as part of the Specific Plan. No more than two new subdivision access streets will be permitted on each side of Tuolumne Road between Countryside Drive and Tully Road.

(4) The width of Fulkerth varies where there are turn lanes at driveways to the Countryside Plaza shopping center. Median widths also vary between zero and 16 feet, dependent upon location. Fulkerth is effectively built out to General Plan standards between Golden State and the northbound ramps to SR 99. The section under the freeway will need to be widened to four through lanes with left turn lanes as the city builds out in accordance with the General Plan. The General Plan shows Fulkerth Road as a four lane arterial between Golden State and Washington. The intersection of the southbound SR 99 ramps with Fulkerth will be signalized as part of Phase 2 of the Countryside Plaza Shopping Center project. The intersection of the northbound ramps with Fulkerth will be signalized as part of the Specific Plan or City Capital Improvement Program.

(5) The city should work to change the designation of Golden State Boulevard to Class C Expressway between Taylor and Linwood consistent with Policy 3.3-c.

(6) The median width of Countryside Drive will vary between Fulkerth and the northerly edge of the Countryside Plaza Shopping Center dependent upon the final design of the shopping center approved by the city. The ROW of Countryside Drive varies between Fulkerth Road and Tuolumne. The basic ROW between Fulkerth Road and the northerly edge of the Countryside Plaza Shopping Center will be 80-foot where feasible but will be dependent upon final design of the shopping center to be approved by the city. The ROW should widen to 100 feet north of the shopping center to Tuolumne and maintain 100 feet north of Tuolumne to Monte Vista to accommodate bike lanes.

(7) Tegner Road will be developed to major collector standards between Monte Vista Avenue and Fulkerth Road. Tegner Road will be developed to accommodate truck traffic between the West Main industrial area and the Highway 99/Taylor Road interchange, If warranted based on further traffic analysis the Tegner/Monte Vista intersection may be moved further to the west to accommodate additional left turn stacking.

TABLE 3-D
MAJOR ROADWAY IMPROVEMENTS

Improvement Project	Limits	Description	Funding Mechanism
Widen Taylor Road	Specific Plan Area	Improve as indicated in Table 3.3-B	(1) and (2)
Widen Monte Vista Avenue	Specific Plan Area	Improve as indicated in Table 3.3-B	(1) and (2)
Reconstruct Tuolumne Road	Countryside - Golden State	Improve as indicated in Table 3.3-B	(2)
Widen Fulkerth Road	SR 99 - West Edge of Specific Plan Area	Improve as indicated in Table 3.3-B	(1) and (2)
Golden State Boulevard	Taylor - Fulkerth	Complete to ultimate width with curbs, gutters and sidewalks	(1), (2) and (3)
Complete Tully Road	Fulkerth - Tuolumne	Complete to ultimate width with curbs, gutters and sidewalks	(2)
Complete Countryside Dr.	Fulkerth - Northerly Edge of Countryside Plaza Northerly Edge of Countryside Plaza - Monte Vista Avenue	Complete as indicated in Table 3.3-B Extend northerly as indicated in Table 3.3-B	Countryside Plaza Shopping Center (2) and (3)
Improve Tegner	Specific Plan Area	Complete as indicated in Table 3.3-B	(1) and (2)
Construct new connector road	Countryside Drive - Tully Road	Complete as indicated in Table 3.3-B	(2)

TABLE 3-D
MAJOR ROADWAY IMPROVEMENTS

Improvement Project	Limits	Description	Funding Mechanism
Signalize Intersections	SR 99 SB ramps/ Taylor SR 99 NB ramps/ Taylor	Interconnect signals on Taylor Road	(1), (3), and/or (4)
	SR 99 SB ramps/Monte Vista SR 99 NB ramps/Monte Vista	Interconnect signals on Monte Vista Avenue	(1), (3) and/or (4)
	Monte Vista/ Countryside		(3) and/or (4)
	Monte Vista/ Golden State	New signal and grade crossing improvements.	(1) County/City
	SR 99 SB ramps/Fulkerth SR 99 NB ramps/Fulkerth	Interconnect signals on Fulkerth Road, and other improvements.	Countryside Plaza (1), (3) and/or (4)
	Golden State/ Tuolumne		(3) and/or (4)
	Tuolumne/ Countryside		(3) and/or (4)

Source: See Chapter 7 - Implementation

(1) City - Capital Improvement Program.
(2) Adjacent Property Owner/Developer.
(3) Area Wide Benefit Assessment or Local Improvement District.
(4) Individual Project specific mitigation measure.
NOTE: As identified in Table 3-D, construction of improvements may involve contributions from one or more funding sources based on benefit derived from the improvement, and timing of development.

4. INFRASTRUCTURE: SEWER, WATER, STORM DRAINAGE, ENERGY

4.1 OVERVIEW

As discussed in Chapter 1, the current character of development in Turlock's Northwest Triangle is a mix of agriculture, existing light industrial and commercial businesses, and scattered residential development. There is also a mix of jurisdictions: much of the Plan area is unincorporated, with recent development projects having been annexed prior to development. Because the area abutting the east side of Golden State Boulevard was developed under Stanislaus County's jurisdiction, water and sewer in these areas has been provided by on site wells and septic systems installed by property owners.

Providing infrastructure to the Specific Plan Area is a critical component to insuring the orderly and efficient development of the area. California Government Code Section 65451(a)(2) requires that a specific plan include detailed information on:

> *The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan, and need to support the land uses described in the plan.*

The location of existing infrastructure systems, and the need to connect to these systems in a cost-effective manner, will to a large degree control the rate and timing of development in the Specific Plan Area. General policies governing infrastructure development are found in the Turlock General Plan, Section 4.3. Responsibilities for infrastructure services are outlined in Table 4-A.

A plan for financing construction of infrastructure improvements is also a requirement of Specific Plans (California Government Code Section 65451(a)(4). Detailed information on the costs of infrastructure improvements, and the available mechanisms for funding the improvements can be found in Chapter 7 - Implementation.

TABLE 4-A UTILITY SERVICE PROVIDERS IN THE SPECIFIC PLAN AREA	
Sewer	City of Turlock
Water (Urban)	City of Turlock
Storm Drainage	City of Turlock
Water (Agriculture)	Turlock Irrigation District
Electricity	Turlock Irrigation District
Gas	Pacific Gas & Electric Company

4.2 SEWAGE COLLECTION

The City of Turlock currently provides sewage collection and treatment services to residential, commercial, and industrial users in Turlock. Additionally, service is provided to 2,800 residents in Keyes, and another 3,000 in Denair. Average daily flow at the Turlock Wastewater Treatment Plant is approximately 10 million gallons per day (mgd). The plant capacity is currently 15.5 mgd, and rights have been sold for 15.4 mgd. In 1991 the City of Turlock adopted a Wastewater Master Plan. The first step in carrying out the plan is a 4.5 mgd plant expansion which is currently in progress. When completed it will bring total plant capacity to 20 million gallons per day. This expansion will serve the projected needs of the City (including the Specific Plan area) until 2003. Serving the specific plan will result in an additional 0.6 mgd in sewer flows. This volume of flows will be well within the treatment plant capacity when the expansion is complete.

Most of the Plan area is too low to be serviced by a gravity system that integrates with the existing city sewer system. To reduce the need for expensive sewer lift stations, the sewage collection system planned for the Specific Plan Area is divided into four service subareas (Figure 4-1). Three of the subareas will require construction of a lift station. Each service area integrates with the larger citywide collection system. Minimizing the need for pumping facilities will reduce the long term operating and maintenance cost of the system. The subareas also help define areas where incremental development is possible without first completing system improvements in other areas. Estimated total cost for sewer improvements is $2.8 million dollars.

4.3 DESIGN PRINCIPLES - SANITARY SEWER

4.3-a Gravity systems shall be used to the greatest extent feasible.

4.3-b Sewer lines shall be designed and extended according to minimum grades and velocities established by City of Turlock Design Standards, or the City Engineer.

4.3-c Pump stations shall be provided as necessary. Locations for pump stations are approximate, and the actual location may be altered without requirement for amendment to the Specific Plan.

4.3-d Subarea "A," (see Figure 4-1), will be served by a pump station, located on the proposed high school site, which will pump through a force line to the trunk sewer manhole at Christoffersen Parkway and Walnut Road. This pump station will also serve part of the residential development proposed to take place in this area as well as the high school site. Consequently, a portion of the cost of the pump station and force line (approximately 60% has been estimated) has been attributed to those areas, and not against the properties within the specific plan area.

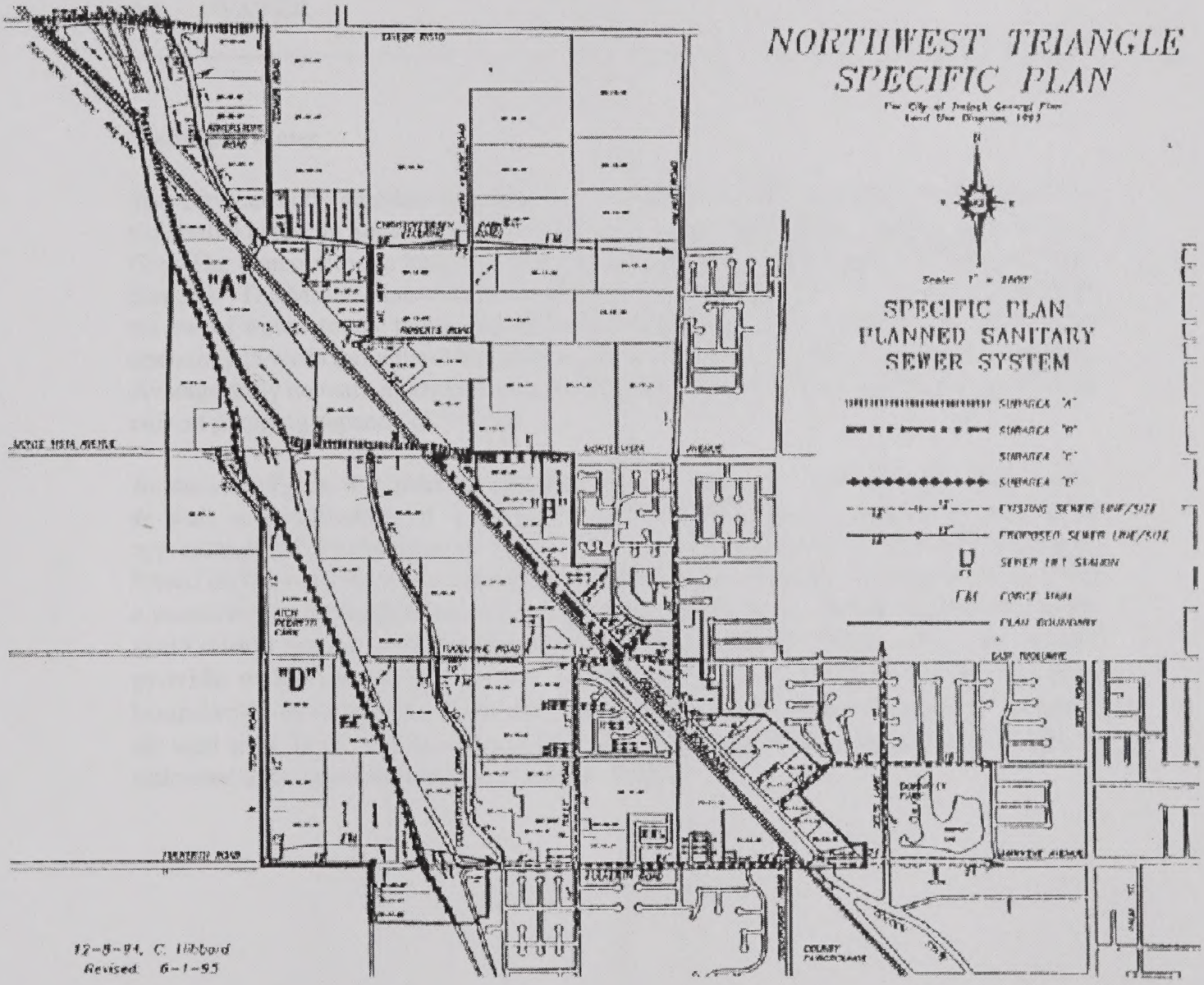
4.3-e Each parcel within the Specific Plan Area shall be subject to all sewer plant capacity charges in effect at the time approval for development.

4.3-f Parcels which may develop prior to the availability of sanitary sewer shall be required to connect to sanitary sewer at the time such service is available, and/or upon failure of onsite septic system(s). Dry lines shall be installed when a property is developed, or redeveloped, in order to facilitate future connection.

4.3-g Developers of property shall be responsible for the extension of collection lines not specifically funded by the Capital Facilities Program for the Specific Plan.

4.3-h Necessary sewer lines shall be extended across the entire developed frontage of a parcel.

Sewer Service, Figure 4-1



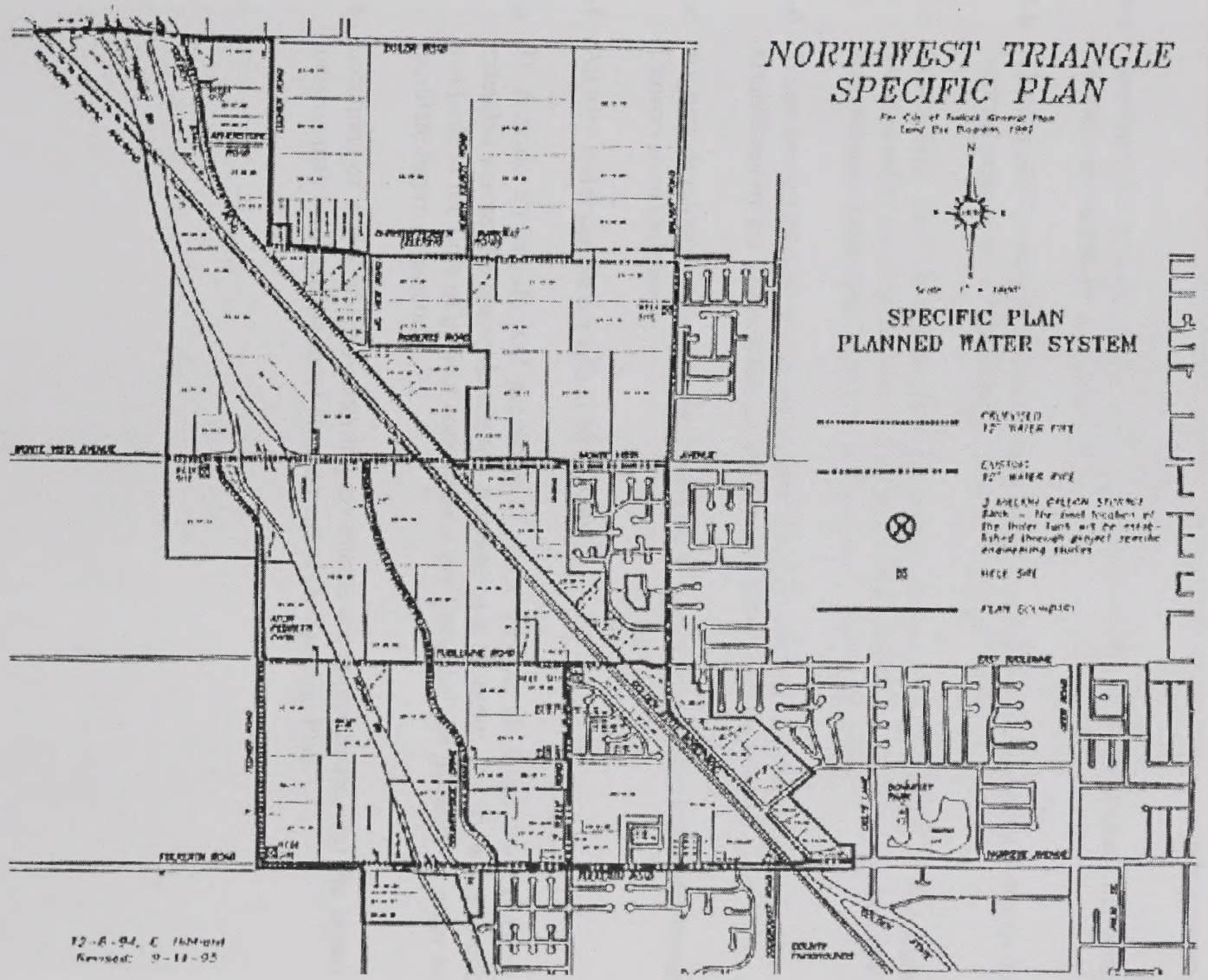
4.4 WATER

Municipal Water

The City currently supplies domestic water to about 11,000 industrial, commercial, and residential users. In September of 1993 a Water System Master Plan was completed for the City. The Plan outlines a long term strategy for supplying water to meet current and future demand. The Master Plan calls for the development of additional storage capacity through the use of water storage tanks, and also additional well construction. The City is presently operating 23 wells throughout the system, two of which are in the Specific Plan boundaries. Average daily demand in Turlock is approximately 15 million gallons per day (mgd), with current pumping capacity of 33 mgd.

As shown in Figure 4-2, three (3) additional well sites have been identified in the Plan area, as well as construction of a three (3) million gallon storage tank. Development of approximately 7.5 miles of twelve inch (12") water distribution line will also be necessary. Based on the recommendations of the Water Master Plan (Boyle Engineering, 1992) a possible site for such a storage reservoir would be near the intersection of Taylor and Golden State at the northwest corner of the Specific Plan. This tank would provide water for peak hour use to areas of the city outside the specific plan boundaries, as would the three proposed wells. The locations depicted on Figure 4-2 for well sites, lines, and the storage tank are conceptual. Total cost of these facilities is estimated to be approximately $4.5 million dollars.

Water Service, Figure 4-2


NORTHWEST TRIANGLE
SPECIFIC PLAN
SPECIFIC PLAN
PLANNED WATER SYSTEM
12-8-94, C. HAM-and
Revised: 9-11-95

4.5 DESIGN PRINCIPLES - MUNICIPAL WATER SYSTEM

4.5-a Development of new water sources shall meet California Department of Health Services standards for water quality.

4.5-b The use of City water supplies for commercial agriculture is prohibited without the express permission of the Municipal Services Department.

4.5-c Water lines shall be designed and extended according to the minimum standards established by the City of Turlock adopted design standards, or the City Engineer. All transmission lines shall be looped to the greatest extent feasible.

4.5-d Water service for new development shall meet the minimum standards for fire flows established by the Turlock Fire and Municipal Services Departments.

4.5-e All new development shall comply with the City of Turlock Landscape and Water Conservation Ordinance.

4.5-f All new water connections shall be metered.

4.5-g To provide for coordinated provision of water service, all water lines shall be extended across the entire developed frontage of a property. If City water is not available at the time of project construction dry lines shall be installed in order to facilitate future connection.

4.5-h Locations of major water system improvements are approximate, and the actual location may be altered without amendment of the Specific Plan.

4.6 STORM DRAINAGE

In 1988 a Storm Drain Master Plan was adopted by the City, which outlined a long term plan for dealing with storm runoff. Historically, storm water runoff collected in the City has been discharged to irrigation laterals controlled by the Turlock Irrigation District. Because of changing water quality discharge standards, and the unreliability of continued discharge to the canals, the City is implementing the Master Plan.

The Master Plan provides for the collection of all the City's storm water, and discharge to a large storm drain basin near the Turlock Wastewater Treatment Plant. From that point the water will be discharged to the San Joaquin River. This consolidation of storm water flows near the treatment plant will help position the City to deal with increasingly stringent discharge standards.

Large portions of the system have been completed to the east and north of the Specific Plan boundaries. However, a lack of storage capacity in the completed portion of the city's master storm drain system will prevent connection of large areas of commercial development until additional improvements are constructed.

Currently, no downstream facilities exist to the south and west of the existing Countryside Plaza (Walmart) project. Storm water runoff from the Walmart site is temporarily directed east to the existing Summer Fair storm basin from where it is pumped into TID Lateral 4 when conditions allow. However, upstream development and the City's completion of much of its upstream system has used all but a small portion of the capacity of this basin, and exceeding the pumping capacity of the currently installed storm pumps.. The lack of completed downstream drainage and storage capacity represents a major constraint which must be addressed before extensive development in the Plan area can occur.

Storage & Collection Options

There are approximately $5 million in storm facilities which must be built downstream from the specific plan area. These drainage improvements are needed to allow the plan area, the residential and commercial areas to the north, and the proposed high school to develop. Since the storm drainage program is currently on a pay as you go basis, the city is unable to "front" the construction of the

Within the specific plan area, sufficient revenues in Master Storm Drain fees will be generated by project development to cover the cost of the needed downstream improvements. However, some of these facilities must be in place before any sizeable development within the plan area can occur.

Other options to deal with storm drainage within the Specific Plan area exist, but they are less desirable from an environmental and site design standpoint. In the industrial areas, the City has traditionally accepted the use of on-site storm water storage in areas where positive storm facilities were unavailable or economically infeasible. This allowed industries to develop or expand while the City accumulated sufficient storm drain fees to construct the permanent drainage facilities required by the industrial development. At that time they were free to convert the interim drainage basins to more profitable uses.

This approach would be less attractive in a primarily commercial area where appearance of retail and other uses is a prime determinant of the success of the commercial venture. An on-site storage basin is far more difficult to design around in an area of retail uses than in an industrial park. Furthermore, the on-site approach is particularly hard to adapt to smaller parcels where space is already at a premium.

Figure 4-3 depicts the conceptual location of major storm drainage improvements needed to serve the Specific Plan area. As shown on the diagram, improvements include those needed to convey local runoff to the master system, and those improvements which are needed as key elements of the master system. The improvements include 24" - 30" local collection lines, 30"- 42" subarea collection lines, and completion of a major 60" transmission line at the southern boundary of the Plan area. An approximately 10-acre storm drain basin and associated storm pumps, is identified for construction in the Monte Vista West Subarea. The estimated cost for construction of storm drainage facilities is approximately $5.2 million dollars. Detail on improvement costs and funding options can be found in Chapter 7 - Implementation.

4.7 DESIGN PRINCIPLES - STORM DRAINAGE

4.7-a Temporary onsite storm drainage basins shall be allowed until necessary components of the citywide storm drainage system are in place to serve the development. The site design of all commercial projects shall take into account the eventual removal of the temporary basins in a manner which insures effective and logical integration into the development.

4.7-b All onsite drainage improvements shall be designed consistent with the standards of the City of Turlock.

4.7-c Each parcel within the Specific Plan area shall be subject to all storm drain charges in effect at the time of approval for development.

4.7-d Parcels which may develop prior to the availability of storm drainage facilities shall be required to connect to the Master Storm Drain system at the time such service is available.

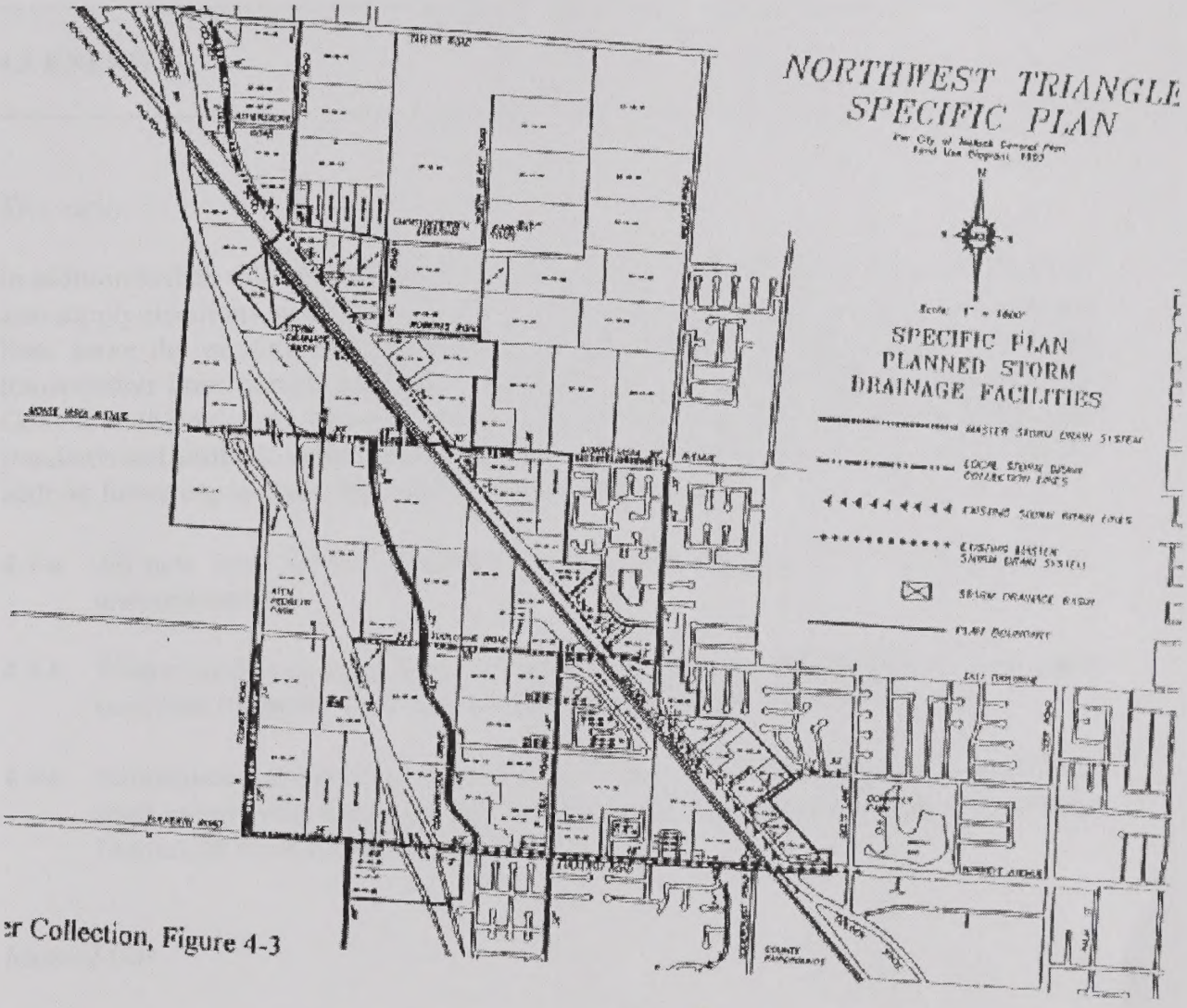
4.7-e Developers of property shall be responsible for the extension of collection lines not specifically funded by the Capital Facilities Program, or other financing mechanisms created to fund Specific Plan improvements.

4.7-f To provide for coordinated provision of storm water collection, all storm drain lines shall be extended across the entire developed frontage of a property. Where feasible, dry lines shall be installed when a property is developed, or redeveloped, in order to facilitate future connection.

4.7-g Locations of major storm drainage system improvements are approximate, and the actual location may be altered without amendment of the Specific Plan.

4.7-h When allowed, the construction of interim onsite drainage systems must relate to the Master Storm Drain Plan to facilitate a functional transition from the temporary system to the permanent system.

Storm Water Collection. Figure 4-3



er Collection, Figure 4-3

4.8 ENERGY

Electricity

In addition to their role as a supplier of irrigation water, Turlock Irrigation District (TID) will also supply electricity to the Specific Plan area. Various local serving electrical transmission lines serve the existing development within the Specific Plan area. Major overhead transmission lines parallel portions of Fulkerth Avenue, Tully Road, Tuolumne Road, Golden State Boulevard, Monte Vista Avenue, and Tegner Road. To maintain high design standards and aesthetic values within the Plan area, design principles have been provided to address future expansion of the electrical transmission system.

4.9-a All new local serving distribution lines within the Specific Plan area shall be undergrounded.

4.9-b Where feasible, existing local serving distribution lines shall be undergrounded as a condition of approval for new development within the Specific Plan area.

4.9-c Infrastructure improvements needed for electrical service in the Specific Plan Area shall comply with the design and installation requirements of the Turlock Irrigation District, or other suppliers as applicable.

Natural Gas

Natural gas service will be provided by Pacific Gas & Electric Company. Gas lines serve most of the developed property throughout the Plan Area. A major high pressure gas transmission line also parallels the Southern Pacific Railroad tracks which bisect the Plan Area. Smaller high pressure gas lines extend along Tegner Road, Fulkerth Avenue, and Golden State Boulevard.

4.9-e New gas line extensions and connections within the Specific Plan area shall comply with the design and installation requirements of the Pacific Gas & Electric Co.

4.10 OTHER UTILITIES

Other utility providers within the Plan area include Pacific Bell - telephone service, and Sammons Communications Inc. - cable television. No difficulty is expected in providing these services to the Specific Plan area.

5. PUBLIC SERVICES

5.1 POLICE SERVICES

Police services are provided from a central police station located at Palm and Starr Avenues in the Civic Center. The station was constructed in 1964 and has reached its maximum capacity. Plans are underway for the construction of a larger facility on a new site.

In 1994, the existing police station houses 54 sworn police officers, 25 non-sworn and three Recreation Department personnel. The patrol staff works on a 4-10 plan with a four beat system within the City boundaries. The response time for priority one (life threatening) calls is between four and five minutes. This response time range is the performance standard expected of the patrol staff. To maintain quality police services, the City Council has recently determined that a ratio of 2.26 police personnel per 1,000 city residents are needed. This ratio consists of 1.5 sworn police officers, 0.66 non-sworn personnel and 0.10 recreational/neighborhood services personnel per 1,000 city residents.

Upon development of the Northwest Triangle, an additional 13 sworn and non-sworn personnel will be needed. Table 5-A outlines the current and projected staffing needs to provide the service levels necessary. The funds for these new positions will be derived from a combination of sources including property tax and sales tax dollars that go into the City's General Fund. Capital facilities fees collected from development as it occurs in the Specific Plan area will fund additional capital improvements. The City has also adopted a 4% Utility Users Tax with the sole purpose of providing additional public safety resources, and to insure a consistent funding source for operation and maintenance costs.

TABLE 5-A
POLICE STAFFING NEEDS RESULTING FROM SPECIFIC PLAN BUILDOUT

Police Personnel	Positions per 1000 persons	Positions existing as of 1994	Projected Need for Plan Area	Total Positions Needed
Sworn Officers	1.5	54	8	62
Non-sworn	0.66	25	4	29
Recreation	0.1	3	1	4
Total	2.26	82	13	95

5.2 FIRE PREVENTION AND PROTECTION

The Northwest Triangle receives fire protection services from the City of Turlock's Fire Prevention Department, the Turlock Rural Fire District and the Keyes Fire District. The City maintains Fire Service Station No. 4 located on North Walnut Road south of Monte Vista Avenue. Fire Station No. 4 was established in May, 1993 in response to commercial development at Fulkerth and Tully Roads and in anticipation of future development in the area. It is staffed with fire personnel on a 24-hour basis and receives back-up support from the City's 30-person Reserve Division and the Turlock Rural Fire District.

The Turlock Rural Fire District serves a 32-mile area on the west side of Turlock south of Monte Vista Avenue. The District consists of 22 volunteers and a Fire Chief. In August, 1994, the City Council adopted an Automatic Aid Agreement between the City of Turlock and the Turlock Rural Fire District to provide joint services within a one-mile area of the City limits. This agreement provides additional fire response services in the northwest area

of Turlock. The Keyes Fire District serves the area on the northwest side of Turlock from Monte Vista Avenue northward. This District consists of 20 volunteers, and a part-time Fire Chief on staff. The City of Turlock Fire Department continues to be actively involved in negotiations with the surrounding rural fire districts to update and expand mutual aid agreements.

The development and build-out of the Specific Plan area will create some additional demands for fire services. The Northwest Triangle is located within a five-mile radius from Fire Station No. 4 and the five minute response zone for fire services from current stations. The City's Fire Prevention Department's rating by the Insurance Service Organization (ISO) has been upgraded from a rating of 4 to a rating of 3. The ISO rating is based on a number of factors involved in providing fire protection services. It is used by insurance agencies in determining fire insurance rates. The improved rating of Turlock's services could lower the insurance costs of commercial development in the city.

5.3 EDUCATIONAL FACILITIES

Two school districts provide educational facilities to the Specific Plan area: the Turlock Joint Elementary School District and the Turlock Joint Union High School District. The Turlock Joint Elementary School District has nine schools: seven elementary, one kindergarten, and one junior high. The Turlock Joint Union High School operates one high school which serves Turlock and the outlying communities of Keyes, Chathom and Mountain View. The schools which serve the Specific Plan area include Crowell Elementary School, Turlock Junior High, and Turlock High School.

Crowell Elementary School is located on 13.1 acres at the southeast corner of North Avenue and Geer Road serving kindergarten through sixth grades. The site has a total of 38 classrooms, of which 16 are relocatable and two are trailers. Crowell operates using a multi-track year round education schedule. The school has a capacity of 1,051 students and a March, 1994 enrollment of 865 students.

Turlock Junior High School is located on 33 acres at the southwest corner of North Walnut and West Zeering roads, serving seventh and eighth grades. The site has a total of 64 classrooms of which 15 are labs and 27 classrooms are relocatables. Turlock Junior High School operates on a traditional educational schedule. The school has a capacity of 1,668 students and a March, 1994 enrollment of 1,549.

Turlock High School shares a 40.5 acre site with the District Administrative Offices and Adult School located on the south side of Canal Drive between Colorado and Berkeley Avenue. The site has a total of 117 classrooms of which 24 classrooms are relocatable and 30 are laboratory/shop classrooms. The high school has a capacity of 2,063 students with a February, 1994 enrollment of 3,031. This represents an overload of 968 students. The lease of 14 "emergency" relocatables has provided a temporary capacity of 3,069 students.

Projected Facility Needs

The potential residential development for the Specific Plan area includes an additional 600 units with a potential population increase of 1,640 persons. Based on this estimated increase, an estimated total of 370 additional students in the Specific Plan area would need educational services. Table 5-B shows a breakdown of those students and associated facility costs. These students will necessitate the provision of additional facilities.

The Turlock School Districts and the City of Turlock, recognize the necessity for adequate school facilities. The City's General Plan designates five additional elementary schools, an additional junior high school and a new high school. Buildout of the Specific Plan area will necessitate the construction of the elementary school planned next to the existing Junior High School. The school will be located on a 15-acre site located south of Zeering Road and West of Walnut, as identified in the General Plan. The facility will be designed for a capacity of 938 students based on State teaching station loading standards and using a traditional school year operation.

The Turlock Joint Union High School District has plans underway for the development of an additional high school by the year 2000. The proposed location is an 80-acre site at the northwest corner of Kilroy and Zeering roads, as shown in the General Plan. Planned average daily attendance for the new school is 2,500 students.

TABLE 5-B
EDUCATIONAL FACILITIES IMPACTS

Facility	Average Students per Unit	Additional Students in Plan Area	Cost per Student	Total Cost
Elementary School K to 6	0.36	220	$10,790	$2,373,800
Junior High 7 and 8	0.10	60	$14,920	$895,200
High School 9 to 12	0.15	90	$19,080	$1,717,200
TOTAL	0.61	370	na	$4,986,200

Revenue Sources

California state law allows school districts to assess development fees to offset the impacts associated with additional students from new development. In 1994, maximum School Facilities Fees are $1.72 per square foot of residential development and $0.28 per square foot of commercial/industrial development. Based on these limits, and assuming an average housing unit size of 1,600 square feet, residential development in the Specific Plan area will generate approximately $1,650,000 in revenue, and commercial development will generate an additional $1,260,000, for a total of $2,910,000. This compares with total anticipated facilities costs of $4,986,200. Clearly, School Facilities Fees alone would be inadequate to mitigate the impacts to school facilities.

Because of the inadequacy of School Facilities Fees to mitigate the impacts of development on school facilities, school districts may establish a "community facilities district" to sell bonds and levy tax assessments on property for the construction of schools or reconstructing existing facilities. Such a community facilities district was established for the entire city in

1991, and each new residential development is annexed to it. Through this mechanism, or one of equivalent worth, residential property owners in the Northwest Triangle will be responsible for contributing additional revenue for school facilities, so that school facility needs created by development in the Specific Plan area are funded at the level necessary to service the demand.

5.4 RECREATION AND PARKS

There is currently 217 acres of developed park or open space in Turlock. Much of this land is developed as local neighborhood parks, and includes a significant portion in playfields on Turlock Unified School District school grounds. Within the Specific Plan area, Pedretti Park a 20.7 acre community park, and an approximately four (4) acre neighborhood serving park located at the southeast corner of the intersection of Countryside Drive and Tuolumne Road, provide dedicated open space for area residents. Additionally, the proposed Tuolumne/S.R. 99 pedestrian and bikeway overcrossing will provide convenient access to the playing fields and open space of Pedretti Park for residents.

At present, Turlock provides approximately 4.5 acres of developed parks/open space for each 1000 residents. This is well below the 6-10.5 acre minimum recommended by the National Recreation and Parks Association. These standards help ensure that adequate open space for recreational use will be available as a city grows. Many of the improvements envisioned in the City of Turlock's Parks Master Plan and General Plan are related to improvements identified for development in the Specific Plan. These improvements include:

- Coordination of park planning and improvements with facilities for pedestrian and bicycle travel. *The proposed pedestrian/bike overcrossing of S.R. 99 will provide a direct link to Pedretti Park from the main portion of the City.*

- Location of public parks in visible and accessible locations along arterials or collector streets. *The park proposed at the intersection of Countryside Drive and West Tuolumne Road will provide frontage on a major street with additional frontages on interior residential streets, and will also serve to buffer adjacent residential development from the commercial developments and associated traffic to the west.*

5.5 SOLID WASTE DISPOSAL

The City contracts with Turlock Scavenger for the collection and hauling of garbage and recyclables. Turlock Scavenger collects an average of 250 tons per day in garbage. Of this amount approximately 200 tons is taken either to the Fink Road landfill near Crows Landing or to the waste-to-energy facility located at the landfill. An average of 50 tons per day is collected by Turlock Scavenger and redistributed for recycling, above the 25% required by state law. Turlock was the first city in Stanislaus County with an adopted Source Reduction and Recycling Element (SRRE), and also has an adopted Household Hazardous Waste Element (HHWE). Both are required by state law. The SRRE was certified by the State in May of 1995.

The additional development of the Northwest Triangle will not significantly impact either the services provided by Turlock Scavenger or the Fink Road Landfill. Turlock Scavenger is permitted by Stanislaus County for a maximum of 1,800 tons of garbage per day -- 1,600 tons in excess of the present average. The Fink Road Landfill is the only one in Stanislaus County and is divided into Class III (household waste) and Class II (for ash from the Waste to Energy Plant). The Class III portion has remaining capacity sufficient to meet the County's needs over the next 16 years for household garbage. The Class II portion has capacity to receive ash from the plant for an additional 28 years. Both figures include projected growth in the County.

Within the Specific Plan area the estimated generation of solid waste for commercial development at buildout will be approximately 33 tons per day. Residential development (existing and new development), will generate approximately 5.4 tons per day. These estimates do not include potential reductions in the waste stream resulting from redistribution and recycling efforts, which must reduce the waste volume by as much as 50%to meet State mandated targets. The combined total waste generated in the Plan area amounts to 2% of the maximum daily allocation for Turlock Scavenger at the landfill site, and is a 19% increase in the amount of trash currently collected on a daily basis.

5.6 COUNTY SERVICES

Stanislaus County provides services including libraries, jails, county parks, public health services, social services and roadways. Impacts to these services by buildout of the Specific Plan area have been evaluated based on fiscal impact models completed for Modesto's Village I and Patterson's Creekside projects. The County evaluates impacts on a per capita basis at the rate of $130.59 per person per year, based on the 1993/1994 County Budget. Using an estimated population of 1901 in the Specific Plan area at build-out, the annual costs to the County for services will be approximately $246,181. Based on an estimated assessed property valuation at buildout of $678,408,166 (1994 valuation) and the County General Fund proportion of 22.3208% of property taxes, the annual County revenues in property taxes from the Northwest Triangle are estimated at $1,514,262 significantly above anticipated costs. This net revenue to the County General Fund is due primarily to the significant proportion of commercial development within the Specific Plan area. Commercial development generally has a greater fiscal benefit to the County, because of property tax generated with relatively little associated demand for services.

In addition to property tax revenues, an estimated $1,700,000 in County Facilities Impact Fees (based on fees in effect as of 9/31/94) will be collected upon development of residential property in the Northwest Triangle area.

5.7 PRINCIPLES: PUBLIC SERVICES

5.7-a Maintain the commitment to provide a level of service standard that meets or exceeds the national average for police protection and fire protection/prevention through efficient organization, administration and annual funding.

5.7-b Continue to promote the orderly and efficient expansion of public safety facilities to adequately meet the needs of the Specific Plan area while minimizing adverse fiscal and environmental impacts.

5.7-c Establish and review existing equitable methods for minimizing public facility and service costs associated with new development in the Northwest Triangle.

POLICE SERVICES

5.7-d Look for opportunities to integrate police services at the neighborhood level through neighborhood watch programs, neighborhood associations, and merchant organizations.

5.7-e Consider security and vandalism prevention concerns in site layout and building design for all new development.

FIRE SERVICES

5.7-f Continue to identify opportunities for mutual aid with surrounding rural fire service providers.

Maintaining and expanding mutual aid agreements with the Keyes and Turlock Rural Fire Departments can help stretch available resources, providing better service for county and city residents alike, and easing the transition from rural to urban uses in the Plan Area.

RECREATION AND PARKS

5.7-g Costs of development and on-going maintenance of the Countryside/Tuolumne neighborhood park shall be allocated between all new commercial and residential development within the Countryside Community Commercial and Tuolumne West Residential Subareas. Participation in a maintenance benefit assessment district composed of these properties should be a condition of project approval.

5.7-h Design and development of the neighborhood park shall be consistent with the standards and policies of the Turlock General Plan, and the Parks Master Plan (when adopted).

5.7-i All residential development will be subject to the established land dedication, and/or in-lieu park development fees, which will be dedicated and/or collected from the applicant or subdivider at the time that a final map for the subdivision/parcel map is approved by the City.

SCHOOLS

5.7-j Consult with affected school districts on policies and projects that affect the provision of educational facilities and services.

5.7-k Plan educational facilities with sufficient permanent capacity to meet the needs of current and projected future enrollment.

5.7-l Continue to approve only those residential development requests that have fully recognized and fully mitigated any significant impacts on school facilities. Development projects maybe required to provide for, or finance the provision of, school facilities as determined to be needed to support the proposed development.

SOLID WASTE

5.7-m All new development in the Plan Area shall comply with the requirements of the adopted County Integrated Waste Management Plan (CIWMP), including the Source Reduction and Recycling Element (SRRE) and the Household Hazardous Waste Element (HHWE).

5.7-n The site design of multifamily, commercial, office, industrial, or institutional developments should provide area for the separation and interim storage of recyclable materials in a secure manner, which is protected against adverse weather conditions.

5.7-o Continue to implement the City's Recycling Program to meet the mandatory waste diversion goals of 25% by 1995 and 50% by 2000, as set by the State.

5.7-p Continue to work with Stanislaus County to ensure the continued availability of adequate landfill capacity for Turlock's solid waste.

COUNTY SERVICES

5.7-q Continue to collect the County's Impact Fees upon development through the Building Permit process as established in the City's agreement with the County as long as such agreement is in place.

5.7-r Work with the County to jointly plan for, and fund, infrastructure and circulation improvements needed to adequately serve development in and around the Specific Plan Area, particularly in the Taylor Road/S.R. 99 area.

6. NATURAL RESOURCES AND PUBLIC HEALTH

One of the goals of the Specific Plan is to accommodate development in the Northwest Triangle without diminishing the area's natural resources. Most of these resources have already been compromised by urbanization and more than a century of farming. However, the Triangle still contains rich soils, provides groundwater recharge to the Central Valley aquifer, and sustains a population of birds and small mammals. The policies in this chapter are intended to conserve, maintain, and improve these resources as the area develops. This chapter also contains policies to mitigate the air quality impacts that could result from the area's development and to protect the public from any hazards associated with past, present, or future uses of land in the Plan area. Finally, the Natural Resources chapter includes measures to protect agricultural activities within and adjoining the Northwest Triangle.

6.1 SOILS

The last survey of soil conditions in the Turlock area was published by the USDA Soil Conservation Service (SCS) in 1964. The survey identified seven soil types in the Specific Plan area, with about 80 percent of the acreage classified as Dinuba Sandy Loan or Delhi Loamy Sand. As of 1994, about half of these soils have been developed with urban uses or roads; the remaining half support a variety of agricultural uses.

Most of the non-urbanized soils within the Northwest Triangle are classified as "Prime" based on the State Department of Conservation's Important Farmlands Inventory, and as "Class I" or "Class II" based on the SCS Land Capability System. These classifications are based on a variety of factors, such as drainage, salinity, slope, thickness, permeability, and susceptibility to erosion.

"Prime" soils encompass approximately 480 acres within the Northwest Triangle Area. Most of the Monte Vista West, Countryside Community Commercial, and West of 99 Sub-areas are included and nearly all of this land is in active agricultural use in 1994.

Class I soils encompass about 70 acres of the Plan area on both sides of the Highway 99/Monte Vista interchange and along Monte Vista east of Golden State. These correspond to Hanford Sandy Loam, a gently sloping alluvial soil which has moderate to high fertility. Class II soils encompass about 400 acres, including nearly all of the Triangle north of Monte Vista and most of the land south of Monte Vista and west of the proposed Countryside Drive alignment. These soils correspond primarily to Dinuba Sandy Loam, an alluvial soil with moderate fertility. Other soils in the area are either urbanized or have lower capability ratings.

The same qualities that make prime soils valuable for agriculture also make them attractive for urban development. They pose few constraints to construction and are usually well suited for roads, foundations, and other improvements. In some locations, especially where clay content is relatively high, the soil may expand when wet and contract when dry. This shrink-swell cycle may require special engineering solutions and may warrant soil surveys and borings to ensure that the risk of differential settlement and foundation damage is minimized.

Good soil management practices should be followed within the Specific Plan area. Several of the soils in the area, particularly the Delhi Loamy Sand in the southeast quarter of the triangle, are rated by the Soil Conservation Service as having high erosion hazards. For large projects, erosion and sedimentation control plans may be required to minimize discharge of sediments into irrigation channels and roadside ditches.

6.2 PRINCIPLES: SOIL CONSERVATION

6.2-a Control soil erosion and sedimentation during construction on all development sites. Where appropriate, require an erosion and sedimentation control plan which indicates the methods of erosion control to be used, scheduling of construction work, and the location of sediment control structures. Erosion control measures should reflect seasonal causes of erosion problems (e.g. wind or rain).

6.2-b Consider soil constraints such as shrink-swell and low strength in the design of buildings and roads. Incorporate suitable base materials and drainage provisions where necessary.

6.2-c Landscape development sites to stabilize and protect topsoil and minimize long-range erosion problems.

6.2-d Require a grading plan and standard mitigation practices based on seasonal conditions for any project which involves the movement of more than 50 cubic yards of soil. The plan should include details to show erosion control measures during all phases of construction.

6.2-e Require all structures to comply with Chapter 8 of the Turlock Municipal Code regulating building construction and design, including provisions for seismic safety if applicable.

6.3 VEGETATION AND WILDLIFE

Vegetation and wildlife in the Northwest Triangle area are typical of the agricultural lands on Turlock's perimeter. Prior to the settlement of the San Joaquin Valley and the cultivation of the valley floor, the area was predominantly grassland and marshland. Livestock raising and intensive agriculture eliminated nearly all natural habitat before the end of the last century and today only isolated traces of native plant and animal communities remain.

Although the native plants are gone, row crops, pastures, and orchards provide habitat for different species. A variety of bird and small mammal species have adapted to the altered landscape and now forage and nest within the area.

The almond orchards are particularly important in this regard, as they are well established, infrequently disturbed, and more sheltered than the open fields. The row crop areas, particularly the cornfields west of Highway 99, provide suitable habitat for rabbits, rodents, doves, pheasants, and passerine birds. These areas are important during the winter months when species may move into them from other habitat types. The single vineyard in the Triangle area may also provide habitat for birds and rodents. Larger species such as skunks, opossums, and raccoons travel through the Triangle area but probably do not reside there.

The area also contains scattered tree stands, wind breaks, and roadside trees which provide supplemental habitat. Most of the older farmsteads in the Triangle are surrounded by mature

trees, providing visual relief and shade. While these trees have limited ecological value, some are impressively large and probably provide some food resources for local wildlife (squirrels, birds, etc.).

Almonds are the predominant tree type in the Northwest Triangle, with 138 acres of active orchards within the boundaries. The area also contains a variety of street trees, ornamental trees, and occasional specimen trees. Mature valley oaks, honey locusts, eucalyptus, and walnut trees are scattered through the area, and palms, monterey pine, willows, maples, and liquid amber are present. Sycamores are used as a street tree along the southern end of Golden State Boulevard within the Triangle, and poplars act as a windbreak along Monte Vista. Pedretti Park contains a variety of ornamental trees and shrubs, as do the existing residential neighborhoods along Tully Road.

Native herbaceous groundcover and shrubs are essentially absent, having been replaced by lawns or pavement in the developed areas and by crops or orchards in the agricultural area. Weeds typical of the region occur along roadsides and within some of the cultivated areas. Use of native plant species is are have been used in local landscaping but do not represent natural plant communities per se.

There are no known rare, threatened, or endangered plant or animal species within the Northwest Triangle. A 1991 search of the California Natural Diversity Data Base (CNDDB) failed to establish the presence of any listed, or proposed special status species in the entire Turlock Planning area, including the Northwest Triangle. No habitat comparable to that associated with Special Status Species in Stanislaus County (vernal pools, riparian areas, marshy meadows, rock outcroppings, etc.) is found in the Northwest Triangle.

6.4 PRINCIPLES: CONSERVATION OF VEGETATION AND WILDLIFE

6.4-a Retain existing mature specimen trees within the Northwest Triangle area wherever feasible.

6.4-b When development occurs within orchard areas, preserve individual orchard trees where feasible to maintain a sense of connection to the area's past and to provide

shade, visual beauty, and habitat value. Landscape plans for orchards should incorporate tree preservation techniques.

6.4-c Increase the diversity of flora and fauna in the Northwest Triangle area through street tree planting, inclusion of a neighborhood park at Countryside and Tuolumne, and right-of-way landscaping.

6.4-d Encourage the use of drought tolerant and water conserving plants in the landscaping of public rights of way and development sites within the project area. Within landscaped areas, automatic irrigation systems, drip systems, and timers should be used to conserve water.

6.4-e Protect mature trees from construction activity. Excavations within the drip line of oak trees should minimize the risk of damage from pavement or water.

6.4-f If new information supporting the presence of rare, threatened, or endangered species becomes available during site reconnaissance for any proposed development within the Specific Plan area, require appropriate mitigation and establish special environmental review procedures for comparable properties in the vicinity.

6.4-g Where feasible, design permanent stormwater detention ponds to provide seasonal habitat for birds and small mammals.

6.5 WATER

Surface Water. Other than irrigation canals and furrows, the Northwest Triangle lacks surface water features. Natural drainage is to the southwest although runoff patterns have been altered by agriculture, with stormwater generally directed to roadside ditches in the undeveloped areas, and to storm sewers in the urbanized areas. Elevation ranges from 101 feet at Monte Vista east of Golden State to 91 feet at the corner of Fulkerth and Tegner Roads.

Groundwater. The Northwest Triangle is underlain by an aquifer which is fairly continuous through the Central Valley. Groundwater in the aquifer is found in subsurface rocks and

deposits of varying thickness. In the area northwest of Turlock, the water table lies approximately 15 feet below the ground. This depth may be greater in areas where pumping has occurred.

Groundwater provides the sole source of domestic water in Turlock and is also a major source of irrigation water in the area. Irrigation is supplemented by imported water from Don Pedro Reservoir which is transported to the Turlock region by canals. The Turlock Irrigation District (TID) No. 3 Lateral traverses the northern part of the area along Taylor Road.

Development within the area will rely on groundwater pumped from the City's 21 wells. Atch Pedretti Park is already served by a City well (not connected to the distribution system) which will continue to operate in the future. Chapter 4 of the Specific Plan describes provisions for water service in the Plan area. Generally, the types of uses proposed in the Specific Plan will consume less water on a per-acre basis than the agricultural uses that now exist in the area.

As groundwater pumping increases to meet growing demand, the feasibility of using TID water for domestic consumption will continue to be explored. TID and local cities and agencies have been studying this possibility for the last few years, and completed a study in 1992 which looked at diverting surface water at Ceres or from the TID canal system at Turlock Lake.

Groundwater Quality. Surface water from irrigation and precipitation eventually percolates into the groundwater, picking up contaminants such as nitrates, chloride, and trace metals. Nitrates are the most common contaminant and are usually introduced from fertilizers, septic systems, and livestock. Testing of wells performed between 1977 and 1988 indicated that average levels of nitrates in Turlock were 17 mg/liter, much lower than that of other locations in the TID. However, five of the city's wells (none in the Northwest Triangle) exceeded the TID objective of 34 mg/ liter.

Within the Triangle area, possible sources of groundwater contamination include pesticides and herbicides applied at the orchards, row crops, and floral operations in the area; runoff from the dairy on Monte Vista; failing septic systems in those areas not connected to City sewer; leaking underground storage tanks; and improperly stored chemicals or hazardous materials. The latter two hazards are addressed in the "Public Health" section of this chapter. The former hazards are likely to be eliminated as the area is developed, with existing uses phased out and connections to City sewer provided.

Urbanization may bring new groundwater contaminants, as runoff from urban uses replaces percolation of irrigation water as the main source of recharge. Urban runoff may contain detergents, animal waste, oil and grease, lawn fertilizers, and other pollutants which can carry chromium, cadmium, mercury, zinc, nickel, and other metals to surface and ground waters.

6.6 PRINCIPLES: WATER RESOURCES

6.6-a Manage development in the Specific Plan area to minimize contamination and depletion of water resources.

6.6-b Encourage water conservation within the Specific Plan area by strictly applying the City's Landscape Water Conservation and Irrigation guidelines to the landscaping of all properties.

6.6-c Consistent with State law and local ordinances, include water meters in all new construction as a means of encouraging conservation.

6.6-d Use reclaimed wastewater wherever feasible for irrigating landscape medians, parks, and other areas requiring large volumes of non-potable water.

6.6-e To increase groundwater recharge, encourage the use of porous materials for outdoor spaces and require their use in public works projects where feasible.

6.6-f Require on-site contaminant removal such as sand and oil separators and silt fences for development with the potential for release of sediment, oil or other contaminants in stormwater runoff.

6.6-g For grading projects that exceed five acres of surface area, require filing for an NPDES stormwater discharge permit with the Central Valley Regional Water Quality Control Board.

6.7 AIR QUALITY

Ambient air quality conditions in the Northwest Triangle are similar to those found elsewhere in Turlock. The area lies within the San Joaquin Valley Air Basin and is affected by pollutants generated in the Bay Area and Sacramento areas as well as pollutants from the Valley. The Basin is classified as a non-attainment area for ozone (O_3) and fine particulate matter (PM_{10}). The urban areas of Fresno and Stockton have a nonattainment standing for carbon monoxide (CO), while in 1995 the Modesto urban area was redesignated to attainment status for CO. The State has designated the region's pollution problem as "severe" as attainment of the O_3 and CO standards is not expected until after the end of 1997.

Ozone is monitored at the Turlock station (located at 900 Minaret Avenue, about two miles from the Northwest Triangle) and other pollutants are monitored at the county station in Modesto. Turlock exceeded the ozone standard on 17 days in 1990. Given the level of agricultural activities and the presence of a large dairy in the Northwest Triangle, wind-blown dust in the area probably contributes to the regional PM_{10} problem. Row crops, hay and grain, and other local farming operations are mechanically cultivated on a regular basis.

The 1991 Air Quality Attainment Plan for the San Joaquin Valley and the 1991 PM_{10} Non-Attainment Area Plan include measures to bring Valley cities and counties into compliance with State standards. O_3 and CO attainment measures include stationary source emission controls, indirect source controls, and mobile source emission controls. PM_{10} attainment requires fugitive dust control for construction and demolition projects, handling and storage of bulk materials, landfill operations, unpaved roads or road shoulders, and parking and loading operations. New PM_{10} regulations for these activities were adopted in December, 1993.

Further controls, including limitations on residential wood burning, the use of leafblowers, and residential barbecues are likely. Turlock has already required installation of wood-burning stoves that meet EPA Phase II emission standards and requires dust control measures during the construction phases of all projects.

The Turlock General Plan includes provisions to reduce further air quality degradation as the city grows, primarily by reducing the necessity of driving and providing alternatives to the

single passenger automobile. The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) also has published guidelines for local governments to assist them in air quality improvements. General Plan policies and SJVUAPCD guidelines have been incorporated as Specific Plan policies to ensure that development in Northwest Turlock helps achieve both local and regional air quality objectives.

The most effective strategy for air quality improvement addressed through the Specific Plan is vehicle trip reduction. This is promoted in the Specific Plan through land use strategies which mix various uses to result in fewer and shorter auto trips, and transportation strategies which provide amenities to promote walking and bicycling. Specific Plan principles provide further guidance to minimize air pollution caused by construction, motor vehicles, wood and charcoal burning, and energy consumption.

Stationary source controls, i.e. measures to reduce air pollution from industrial and commercial activities are regulated directly by the SJVUAPCD, which requires preparation of health risk assessments for all new projects which have the potential to generate toxic air contaminants. The District activities also address control technologies used by industrial and heavy commercial activities to remove air pollutants.

6.8 PRINCIPLES: AIR QUALITY

6.8-a Require individual developers to implement particulate matter control measures consistent with the SJVUAPCD's Regulation VIII for PM_{10} emissions.

6.8-b Implement construction and project and building design practices listed in Appendix C in order to protect air quality.

6.8-c Apply requirements listed in Appendix C to new construction to reduce energy consumption and air pollution generated by the burning of fossil fuels.

6.8-d Use vegetation and landscaping around emission sources, including Highway 99, Monte Vista, Golden State, Fulkerth, Countryside, Tully, and Taylor Roads to absorb carbon monoxide and buffer sensitive receptors nearby.

6.8-e Promote reduction in automobile trips by constructing improvements for pedestrians and bicyclists as discussed in Chapters 2 and 3, providing improved transit service as the city grows as discussed in the General Plan, mixing land uses to make walking and bicycling more appealing, and encouraging the installation of showers, lockers and bike parking in commercial buildings. For major employment centers such as may locate in the southwest quadrant of Monte Vista and Golden State, encourage on-site food services and other personal services to minimize lunchtime auto trips.

6.8-f Undertake traffic signal synchronization, turning lane construction, and other improvements consistent with Chapter 4 to keep traffic flowing and to minimize congestion and vehicle idling.

6.8-g Assess air quality impacts for individual projects within the Specific Plan area where they have not been otherwise assessed in the Master EIR for the Specific Plan. Impact assessment should use the analysis methods and significance thresholds recommended by the SJVUAPCD.

6.8-h Establish an equitable basis for contributions to the City's Air Quality Improvement Trust Fund (TMC 3-9-701 et. seq.) to aid in the offset of cumulative air quality impacts resulting from new development. These funds should be used for implementing projects which would be outside of the ability for a single developer to feasibly implement. Examples of this include the purchaseing and construction of park-n-ride facilities, public transit infrastructure, and pedestrian and bicycle oriented facilities such as the Toulumne Road/Highway 99 overcrossing.

6.8-i Encourage the use of pre-application consultation between the City and project sponsors to identify air pollution mitigation measures.

6.8-j Work with the Turlock Irrigation District and PG&E to establish an energy audit program to perform energy audits of established buildings within the Specific Plan area.

6.9 AGRICULTURE

Agriculture is currently the single largest land use in the Specific Plan area, with active operations on 426 of the area's 889 acres.[1] Table 6-A indicates the acreage in each crop type as of August, 1994. In addition to these uses, a number of the rural residences east of Golden State are built on former orchards and continue to support productive fruit and nut trees. There are also a number of parcels which are fallow in 1994 but which formerly supported crops or pasture.

Characteristics of Local Agriculture. Almonds and field crops represent the major share of crops grown in the Northwest Triangle. Of the 24 parcels in the Triangle identified as having an active agricultural use in 1994, nine were planted with almonds, five with hay or grain, and four with corn.

Almond orchards varying in size from five to about 35 acres occupy much of the land between Golden State Boulevard and Highway 99. The orchards presently provide a visual buffer between the freeway and existing development along Golden State Boulevard. However, their proximity to urban uses on both sides has made commercial operation more difficult. Almonds grown in the Specific Plan area represent less than 5 percent of the almond crop in the entire Turlock General Plan Planning Area.

1 Acreage in parcels only; excludes street and highway rights of way.

TABLE 6-A
AGRICULTURE IN THE NORTHWEST TRIANGLE, 1994

Crop Type	Acreage
Almonds	138
Corn/Hay/Pasture	114
Row Crops	77
Baby's Breath	55
Dairy	22
Vineyard	20
TOTAL	426

Row crops are planted along Tuolumne Road and at the southwest corner of Monte Vista and Tegner Roads. Corn is predominant in the southwest part of the area and occupies most of the acreage in the vicinity of Tegner and Fulkerth Roads. Hay, grain, and pasture also occur in the area, primarily west of Highway 99.

The Northwest Triangle supports one of State's largest commercial producers of Baby's Breath, occupying about 55 acres on Monte Vista between Golden State and Highway 99. The Triangle also contains a dairy (at Monte Vista and Golden State), and a vineyard on Tuolumne Road.

Williamson Act Status. The California Land Conservation Act of 1965 (Williamson Act) is intended to discourage the unnecessary and premature conversion of agricultural land to urban uses. When the County enters into an agreement with a property owner under the Williamson Act, the landowner agrees to limit the use of the land to agriculture and compatible uses for a period of at least 10 years and the County agrees to tax the land at a rate based on its agricultural productivity rather than its real estate market value.

In 1994, only two of the parcels in the Specific Plan are under Williamson Act contracts. Both have applications for cancellation pending. The two parcels, 23-15-03 (33.2 Acres) and 23-06-03 (12 acres), are located along the east side of Highway 99 between Monte Vista and Fulkerth and are currently planted with almonds. Cancellation of a contract on a third parcel (23-13-16), also planted with almonds, occurred on December 31, 1990.

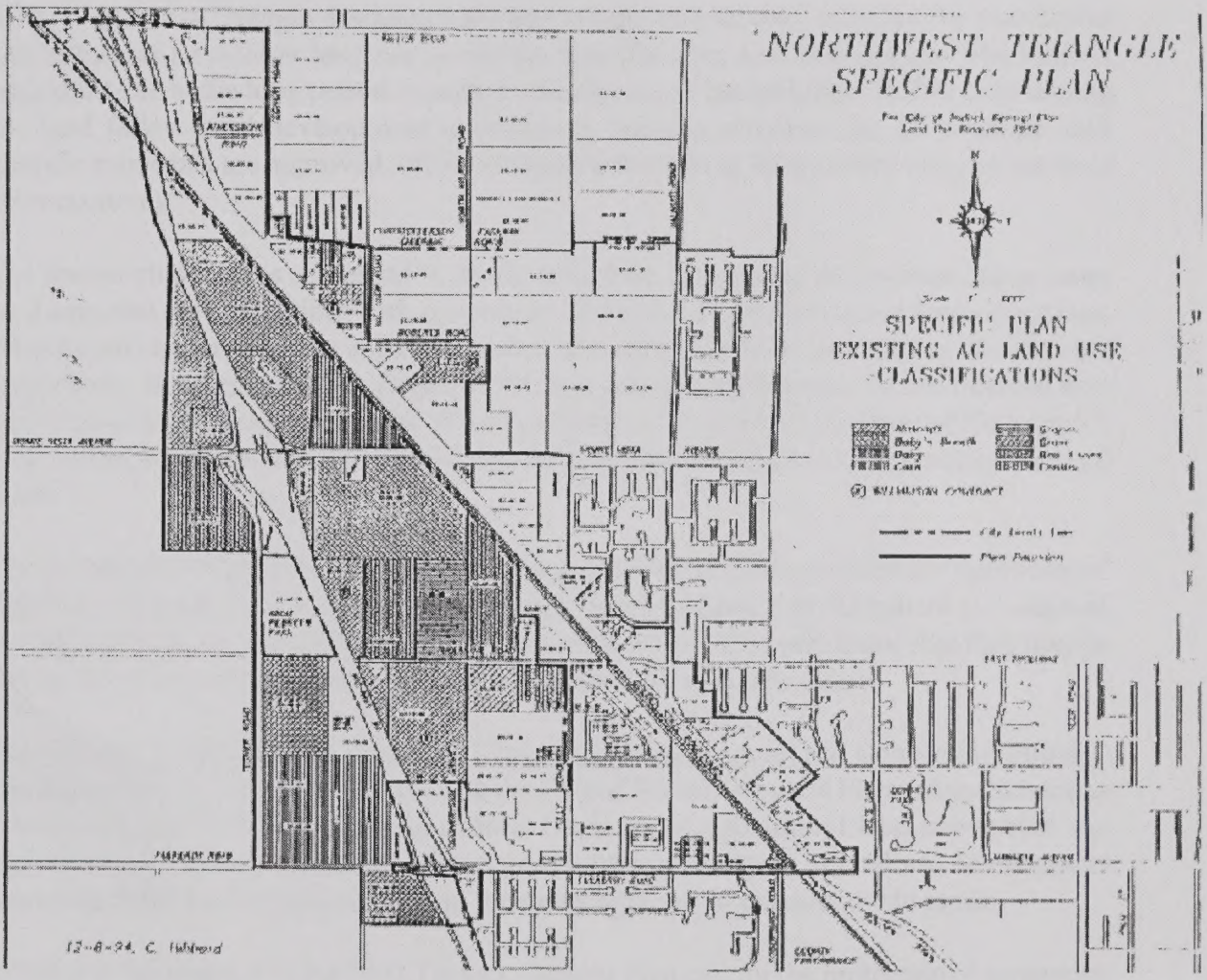
Only a small portion of the land beyond the Specific Plan boundaries is under Williamson Act contract, including two parcels east of Tegner Road near Taylor Road and a parcel north of Taylor Road at Highway 99, all of which have applied for contract cancellation and all of which are designated for development in the General Plan. Two more parcels under contract adjoin the Specific Plan area west of Highway 99. Both are designated for agriculture in the General Plan and are not expected to be converted to urban use during the next 20 years. (See Figure 6-1)

Future Viability of Agricultural Uses in the Northwest Triangle. Even before the construction of the Highway 99 freeway, farmers in the Northwest Triangle had to contend with a number of operational constraints. Urban uses have encroached upon agricultural activities for some time, particularly along Golden State Boulevard and the Southern Pacific Railroad where commercial development and "ranchettes" have existed for many years. Many parcels in the area are too small for commercial agriculture. Average farm size in the Northwest Triangle is just 17 acres, less than half the figure reported for the Turlock area as a whole in the 1992 General Plan.

Construction of the 99 Freeway in the 1970s divided many of the area's largest parcels and left a large wedge of farmland east of the freeway with constraints that made farming less viable. The freeway's presence makes aerial application of herbicide, fertilizer, and seed very difficult. For properties with freeway access and frontage, the value of the land for urban uses has increased to the point where agriculture is seen by many as no longer economical. In a June, 1994 survey conducted by the City, a majority of the responding landowners indicated that their operations were not profitable and that they would discontinue their operation upon the development of adjacent land or the loss of their current tenants.

Parcels west of Highway 99 have also been impacted by urban encroachment, although the freeway has functioned as a natural separator to some extent. Pedretti Park and New Life Church, the only "urban uses" west of the freeway, are relatively compatible with the surrounding farm operations and have not created major conflicts. Based on current conditions, the farm operations west of the freeway appear viable in the long run. Three of the large parcels in this area are planned for agricultural use through the entire planning period.

Agriculture in the Specific Plan, Figure 6-1



The challenge in implementing the Specific Plan is two-fold; first, ensuring the viability of agriculture as a permanent land use outside the Specific Plan area boundaries and on parcels in the Northwest Triangle designated for agriculture, and second, ensuring the viability of agriculture as an *interim* land use inside the Specific Plan area boundaries. The latter is important due to the long period expected until Specific Plan buildout. Rather than leaving the land fallow until development is proposed, farming activities should continue until specific proposals are approved. This will enable the area to keep contributing to the local farm economy.

The former challenge is addressed in the Specific Plan through the designation of perimeter land uses that are compatible with agriculture. To avoid complaints about farm operations, the planned residential areas are to be abutted by commercial uses and will not directly abut agriculture. In other instances, Highway 99 forms a separator between the commercial uses and large-scale farming operations. Where commercial uses are located west of Highway 99, they will be thoroughfare-oriented and should have minimal impact on adjacent agricultural lands.

The second challenge is addressed by following Stanislaus County policies on "right to farm" disclosure statements in new residential areas and by phasing development in a logical, contiguous manner. The "right-to farm" statement lets homebuyers know that they may be subject to noise, odor, spraying, and other activities from nearby farms.

Consistency of the Specific Plan with City and County Agricultural Conversion Policies. The Specific Plan is consistent with both the City of Turlock General Plan and the Stanislaus County General Plan. Both Plans address the issue of agricultural land conversion and agricultural-urban conflicts, and encourage the type of compact, mixed use development accommodated by the Specific Plan in locations adjacent to existing urban areas.

Policies in Section 6.1 of the 1992 Turlock General Plan call for the protection of agriculture through a variety of measures, all of which are incorporated in the Northwest Triangle Specific Plan. These include limiting urban expansion to areas designated in the General Plan, requiring higher density residential development to avoid urban sprawl, maintaining a compact urban form, annexing land only as it is needed, supporting the Stanislaus County Right-to-Farm Ordinance, and retaining Highway 99 as the western boundary of residential neighborhoods. The Specific Plan area is already designated for urban uses in the General Plan and is planned for development at higher densities than recent development in the City. Planned residential densities average 5.2 units per acre, which is about 20 percent greater than the typical late 1980s housing development documented in the Turlock General Plan.

Stanislaus County General Plan policies promote compact, contiguous growth and encourage growth in areas where the viability of farming is limited either by soil conditions or urban encroachment constraints. The County's Agriculture Element recognizes the right of cities to grow and encourages higher density development in urban areas as an alternative to sprawl and rural residential development. Although the Specific Plan does involve the conversion of approximately 426 acres of farmland to urban use, all of this land has already been designated for development in the Turlock General Plan and most of it has already been impacted by Highway 99 or encroaching residential development. Projects within the Specific Plan area will alleviate the pressure to urbanize farmland elsewhere in the county, and may establish a permanent buffer between new residential neighborhoods and agricultural lands.

6.10 PRINCIPLES: PROTECTION OF AGRICULTURE

6.10-a Encourage agricultural uses to continue in the Specific Plan area as an interim land use since they are economically productive and provide a visual and scenic resource.

6.10-b Parcels 23-15-01, 23-15-27, and 23-15-28 are to remain in agricultural use through the horizon of the Specific Plan. Use of Williamson Act contracts on these properties should be encouraged. These parcels will not be assessed to pay for infrastructure needed to accommodate development elsewhere in the Specific Plan area.

6.10-c Require deed recording of a Stanislaus County Right-to-Farm disclosure notice for all newly constructed residences on parcels 23-06-04, 23-06-05, 23-06-38, 23-15-03, 23-15-04, 23-15-32, 23-15-05, and 23-64-26. Such recordances should remain in effect as long as there are active agricultural operations on adjoining parcels and should be removed only after adjoining parcels are taken out of agricultural use. The disclosure should apprise residents of the dust, noise, odor, and other impacts associated with adjoining agricultural operations.

6.10-d Zoning of parcels within the Specific Plan area should allow farming as a use permitted by right as long as the parcel is non-contiguous with residential development on two sides.

6.10-e Require property line fencing for any new residential subdivision abutting an active farming operation, even if the farm parcel is planned for eventual development with urban uses.

6.10-f Require site plans which minimize potential conflicts with permanent agricultural operations on the perimeter of the Specific Plan area. For parcels directly abutting land designated for Agriculture in the General Plan, less sensitive uses such as parking, access driveways, storage, and landscaping should be incorporated adjacent to the agricultural areas. Where feasible, parcels which are not separated from permanent Agriculture by a roadway should incorporate a 100' setback in which only these less sensitive uses are allowed.

6.10-g Strictly enforce trespassing and domestic animal control laws to minimize interference with farm operations.

6.10-h Require full compliance with Turlock Irrigation District (TID) requirements for relocation of existing irrigation facilities as development occurs. TID Resolution 89-49 adopts the Electric Utility Administration's standards for construction of electric facilities and the Irrigation System Administration's standards for the construction of irrigation facilities. Developers must remove, relocate, and replace all irrigation facilities at their own expense prior to developing a parcel. Easements must be dedicated where necessary.

6.11 HAZARDOUS MATERIALS[2]

Hazardous materials are used, handled, stored, and transported by commercial, industrial, and agricultural businesses in the Northwest Triangle. Appendix D summarizes the types of hazardous materials associated with land uses in the Triangle Area. These materials may include fuels and oils, organic wastes, metals, solvents, cleaning products, paints, acids, caustic materials, flammable and/or toxic liquids, gases, and solids. Because accidental spills

2 The California Health and Safety Code defines a hazardous material as, "...any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, radioactive materials, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment." (Health and Safety Code § 25501)

or leaks of hazardous materials have the potential to contaminate air, soil and water, their management is strictly regulated by county, state, and federal agencies. A summary of these agencies is also provided in Appendix D.

Agricultural practices which involve hazardous materials include the application of herbicides, pesticides, and fertilizers, some of which contain chemicals that are potentially harmful to human health and the environment. In areas where such chemicals are carelessly sprayed, either from the ground or from the air, residents in adjacent neighborhoods may be exposed to health risks. Even after application of these chemicals has stopped, some may persist in the surface and subsurface soils and/or groundwater for long periods.

Commercial uses identified by the City of Turlock as managing hazardous materials in the specific plan area are listed in Appendix D. As of 1994, 11 businesses in the Northwest Triangle are using hazardous materials. Most are located along Golden State Boulevard and handle fuel, oil, acetylene, anti-freeze, and other solvents. One business (Miller's Manufacturing) was identified as having a leaking underground fuel tank in 1991, but the problem has since been remediated. Another leaking fuel tank was reported at a gas station near the Plan Area boundary at Fulkerth and Golden State. Additional discoveries of leaking fuel tanks during development could expose the public to additional health risks. Principles in the Specific Plan require that such risks be fully investigated and mitigated pursuant to state and federal law before site improvements proceed.

Other potential hazards in the Northwest Triangle are associated with pipelines, railroad freight activities, electric power line PCBs, and asbestos in older buildings. These hazards are discussed in Appendix D and are also addressed by principles in section 6.1, below.

6.12 PRINCIPLES: HAZARDOUS MATERIALS

6.12-a In areas where there is suspected herbicide or pesticide contamination , require a preliminary assessment for the presence of chemical residues by a qualified professional, with special attention to specific areas where pesticides and herbicides are known to have been stored, handled or disposed of, prior to issuance of discretionary approvals for residential development. If such assessments indicate levels of pesticide and/or herbicide residue that could pose a risk to human health or

the environment, require on-site remediation or off-site disposal at an appropriate facility. Remediation should be conducted in accordance with the requirements of the Stanislaus County Hazardous Materials Division, the State Division of Toxic Substances Control and the Central Valley Regional Water Quality Control Board.

6.12-b Prohibit placement of pesticide- and/or herbicide-containing soils (with concentrations in excess of regulatory action levels) in residential areas where residents could be exposed to the chemicals through ingestion, inhalation, or skin contact.

6.12-c Require compliance with federal, state, and local regulations for all facilities managing hazardous materials. This includes operating in a safe manner and incorporating appropriate design features to increase safety and minimize impacts associated with potential accidental releases.

6.12-d As part of the environmental review process, require property owners to identify whether proposed land uses involve the use of fuel products which may present a risk to the public or environment. If a potential risk is identified, require mitigation measures meeting all applicable requirements to be identified and implemented.

6.12-e Require that property owners investigate and remediate any contamination identified by preliminary site assessments prior to construction to reduce potential exposure of construction workers and the public to hazardous materials and to prevent further environmental degradation. Remediation could include excavation and on- or off-site treatment or disposal or in-place treatment of the affected soils. If groundwater has been affected by fuel releases, remediation could include: groundwater extraction and treatment; disposal of treated water to surface waters; or reinjection into the groundwater.

6.12-f Accurately establish the location of buried pipelines along the Southern Pacific Railroad prior to construction in their vicinity. All construction near the existing pipelines should be undertaken following a site-specific health and safety plan to protect workers and residents.

6.12-g If electrical lines are relocated as part of project construction project applicants should request information from PG&E and the Turlock Irrigation District on the presence of any transformers containing PCBs on electrical lines crossing the project area, and any records of spills from such equipment. If PCB-containing equipment (50 to 500 parts per million PCBs in the oil) or PCB equipment (over 500 parts per

million) is identified, this equipment should be replaced with non-PCB containing equipment. Any identified spill areas should be evaluated for cleanup.

6.12-h Conform to the requirements of the San Joaquin Valley Unified Air Pollution Control District to reduce public exposure to asbestos during demolition of renovation of structures constructed prior to the early 1970s or suspected of containing asbestos-containing materials. Structures to be removed or renovated should be screened or surveyed for the presence of asbestos-containing materials. If asbestos is present, renovation and/or demolition should be undertaken only by licensed asbestos abatement contractors trained in proper asbestos removal and disposal procedures.

6.12-i Where applicable, adequate setback of residences from agricultural areas which are aerially sprayed with potentially hazardous materials should be maintained. The setback should be determined based on available scientific data or on a site-specific risk assessment.

6.13 NOISE

The General Plan identifies roads, railroads and industrial activities as the major noise sources in the planning area. In the Specific Plan area, Highway 99, Golden State Boulevard and the Southern Pacific Railroad are the principle sources of concern. Farm operations sometimes also generate significant noise, but the duration of noise-generating activity is usually limited. Data is provided in section 8.2 of the General Plan. Sensitive noise receptors in the Northwest Triangle are limited to residences; no other sensitive receptors are located in the area.

Projections made as part of the General Plan indicate that traffic noise from Golden State Boulevard and Highway 99 will continue to adversely affect specific Plan area properties. Most significant is the projected location of the 65 dB L_{dn} noise contour west of Tully, including all of the existing Oak Park apartments, Fulkerth Manor and Royal Oaks subdivision. The location of the contour indicates that noise levels in excess of 65 dB L_{dn} can be expected in those areas. A small portion of the area west of Tully and south of Tuolumne is also included. North of Tuolumne the contour principally includes heavy commercial properties, for which exposure to noise is not a significant problem. General Plan policies in section 8.4 establish requirements for noise studies and compatibility with future land uses.

6.14 PRINCIPLES: NOISE

6.14-a. Implement appropriate mitigation measures as identified in the Mitigation Monitoring Program for the Specific Plan Area. Recognize that in some areas of the Specific Plan, noise impacts on existing development cannot be feasibly mitigated.

6.14-b. Implement the site and building design policies contained in Chapter 2 of the Specific Plan and in the Turlock General Plan which address reduction of noise impacts to new development.

7. IMPLEMENTATION

7.1 OVERVIEW

Implementation of the vision expressed by the Specific Plan will ultimately be accomplished through the cooperative actions of public agencies, private organizations, and individual property owners. The organization of this chapter reflects that fact. By adopting the Specific Plan, the City is making a commitment to putting the Plan's principles into place and to making sure that all subsequent City actions in the area are in keeping with the Plan.

In fact, public actions in the Plan Area are subject to State law specifying that "No local public works project may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan" (Government Code Section 65455).

The principles in this Chapter present an overview of the requirements for Specific Plan development to proceed. They do not fully summarize, or supersede, material in the other Chapters of the Specific Plan. All portions of the Specific Plan should be reviewed prior to commencing projects in the Northwest Triangle.

"Quality Development for Quality of Life"

The goal of Specific Plan implementation is to: "*Minimize restrictions on private property owners wishing to develop their property, while maintaining an exceptional quality of life for current and future residents of the City through the application of appropriate design standards and development policies.*"

7.2 PUBLIC ACTIONS NEEDED TO IMPLEMENT THE SPECIFIC PLAN

Many of the following City actions must occur concurrently with adoption of the Specific Plan. Some general plan amendments, such as recommended changes in expressway designations, and adoption of the zoning overlay district(s), may follow within a reasonable time period after Specific Plan adoption. All of these actions are ultimately necessary to insure consistency between the General Plan, Zoning Ordinance, and the Specific Plan.

- Certification of the Master Environmental Impact Report on the Specific Plan and approval of the related mitigation monitoring program.
- CEQA Findings by City are needed as part of the EIR certification processing, including a Statement of Overriding Considerations.
- Specific Plan adoption. Approval of the Specific Plan by the City would establish the land use, circulation, and infrastructure framework for the Plan Area.
- Approval of General Plan amendments as described in Section 1.4 of this document.
- Approval of development regulations included in Chapter 2 of the Specific Plan. Specific Plan development regulations (design principles) relate primarily to new development, or when there is substantially reconstruction or modification of previously developed property.
- Prior to annexation, *prezoning* of the land within the boundaries of the Specific Plan is required for all territory not currently in the city limits. Much of the unincorporated area of the Specific Plan is currently zoned for agricultural use by Stanislaus County.

- Annexation and Sphere of Influence modifications. The Stanislaus County Local Agency Formation Commission (LAFCO) will need to amend the City's current Sphere of Influence (SOI) to include about 61 acres of commercially designated land along Monte Vista Avenue, on the east side of S.R. 99. (APNs 23-11-18 and -20, and 23-57-14). The City must recommend annexation of the Specific Plan Area, and LAFCO would need to approve it. The annexation would also require the detachment of the area from the service areas of the Keyes and Turlock Rural Fire Departments.

- The City would need to adopt a "zoning overlay district" for the Specific Plan Area. The overlay zoning would act as a bridge between the development standards of the Specific Plan, and the standards for the underlying zoning districts. The overlay district would be created at the time the zoning ordinance is updated to be consistent with the new Turlock General Plan. Individual parcels would be assigned a base zoning designation and would be "overlayed" by the Specific Plan zone.

- Amendments to the City's Capital Improvement Program (which is updated annually), may be necessary to insure that certain infrastructure and circulation improvements needed to serve the Specific Plan Area, as well as the rest of the City, are available in a timely manner.

IMPLEMENTATION PRINCIPLES: GOVERNMENTAL ACTIVITIES

7.2-a Apply Specific Plan development regulations and design principles to new development. Consistency with the Municipal Code will be obtained through the creation of a specific plan zoning overlay district. Where the Specific Plan does not establish regulations or standards, the City's Zoning Ordinance will apply in the Northwest Triangle as in the rest of the city. As the Zoning Ordinance is updated, revised regulations will apply in the Specific Plan area.

7.2-b Consider preparing and adopting standards for all gateway entrances to the City, similar to those identified in the Plan for the Monte Vista gateway. Gateway standards would be applied as an overlay to applicable parts of the Specific Plan area, supplementing Specific Plan development requirements where necessary.

7.2-c Continue to implement the Residential Growth Management Program in the Specific Plan area as in the rest of the City.

The Residential Growth Management Program was adopted by the City in April, 1991 and will sunset at the end of 1996 unless extended by action of the City Council. The Program establishes a maximum number of residential building permits that can be issued by the City annually, and includes provisions relating to housing affordability and quality of life. Recent court decisions may affect the ability of the City to place numerical caps on building permits, however, quality of life criteria will continue to be appropriate for legislative acts such as prezoning.

7.2-d Use the quality of life criteria established by the Growth Management Program for residential annexations when evaluating applications for annexation and/or development of land designated for either residential or commercial development.

The Growth Management Ordinance requires that each application for annexation be reviewed with respect to: (1) orderly and contiguous development, (2) impacts on educational and recreational facilities, (3) public safety facilities, and (4) public infrastructure including traffic impacts. These review criteria are extended to commercial as well as residential development in the Specific Plan area because of the high level of community interest in assuring maintenance of adequate community services.

7.2-e Strive to construct circulation improvement and public utilities projects so that facilities will be in place in time to meet demand, and project construction will not be delayed because needed facilities are not available.

The costs of providing the infrastructure improvements outlined in Chapter 4, inconjuction with the principles governing financing of such improvements (Section 7.7), will serve to phase development, limiting impacts on public services and facilities.

7.2-f Work with property owners to acquire a park site as shown on the Specific Plan diagram, through dedication of land, in lieu of park development fees.

7.2-g In order to insure consistent application of the Specific Plan Principles throughout the Plan Area, the City may wish to initiate a single annexation application to LAFCO for all portions of the Northwest Triangle that are not in the incorporated area at the time of Specific Plan adoption.

This principle does not prevent property owners from also submitting individual applications in order to initiate the annexation process for territory that meets the criteria in the growth management ordinance and the Specific Plan.

7.2-h Prezone Specific Plan area properties at the time of annexation.

7.2-i Explore the establishment of benefit assessment districts to assign the costs of providing infrastructure within the Specific Plan area, as described in Chapters 3 and 4 and Section 7.5 through 7.7. If established, assessment districts will be defined based on their similar demands for public facilities and the infrastructure phasing principles identified in Section 7.7.

7.2 - j Where annexation applications are initiated by private property owners, and roads within the annexation area are not developed to City standards, the City will only provide the minimum road maintenance necessary to address immediate health and safety issues until adjacent property develops. The City may chose to require that property owners, as a condition of prezoning and annexation agree to the formation of or interim maintenance assessment districts (1982 Act) to insure adequate funding is provided for maintenance until the property develops or the district is dissolved.

7.3 PRIVATE DEVELOPMENT ACTIVITIES NEEDED TO IMPLEMENT THE SPECIFIC PLAN

Property owners and developers of property within the Specific Plan Area will also have some responsibility for implementation of the Plan. Individual development applications will be subject to the following principles when requesting approvals for development. New development within the Plan Area may also be subject to the need to obtain approvals from other affected jurisdictions including Stanislaus County, and the agencies of the State and Federal governments.

IMPLEMENTATION PRINCIPLES : PRIVATE DEVELOPMENT ACTIVITIES

7.3-a Applications for development must be consistent with the principles of the Specific Plan as well as with applicable policies of the Turlock General Plan.

7.3-b Sponsors of development projects should be required to participate in all assessment districts established for their portion of the Specific Plan area.

7.3-c Sponsors of development projects will, in addition to participating in the applicable benefit and/or maintenance assessment district, pay all citywide fees and charges related to provision of public facilities and services that benefit the Specific Plan area. This may include annexation to a Mello-Roos Community Facilities District established to fund schools or other public facilities.

7.3-d Sponsors of development projects will be required to construct on site improvements as specified by the City as conditions of project approval.

7.3-e If development is proceeding ahead of the City's schedule for extension of public facilities and services, project sponsors may be required to advance the cost of off-site improvements. Such costs should be reimbursed as development occurs and fees and assessments are collected by the City.

7.3-f Development projects must conform to all requirements for environmental studies

and mitigation measures identified in the Final Environmental Impact Report for the Specific Plan and in the accompanying Mitigation Monitoring Report.

7.4 INFRASTRUCTURE FINANCING FOR SPECIFIC PLAN IMPLEMENTATION

The California Government [Code Section 65451(a)(4)] requires that the Specific Plan include a program of implementation measures for financing of needed public improvements. In order for the Plan Area to develop in a manner consistent with the Specific Plan Principles, means must be found to fund infrastructure such as major roads and circulation improvements, water supply and storage, sanitary sewer, and storm drainage facilities. These and other improvements are needed to serve future development within the planning area, and in some cases, are required in advance of such development.

The Specific Plan has outlined a program that can provide some of these prerequisite improvements through the construction of major offsite drainage facilities, water supply/storage improvements, sewer infrastructure. In addition, Section 7.6 describes the circulation improvements of city wide benefit, which also benefit the Plan Area.

7.5 FINANCING UTILITY INFRASTRUCTURE

➢ *Infrastructure Phasing*

The various infrastructure improvements in the Plan Area have been segregated into subareas in the case of sewer facilities, been identified as city wide master infrastructure system components, or as local serving where the facilities will generally benefit property owners in the immediate area. This division allows for the phasing of development in a logical manner for each infrastructure component in a given geographical area, which can minimize

the overall cost of development (See figures 4-1 through 4-3). If property owners do not agree to participate in the various collective options to finance needed improvements, the development of the Plan Area will proceed more slowly. Individual property owners/developers who wish to develop in areas ahead of needed infrastructure improvements, will be obligated to shoulder higher infrastructure carrying cost.

➢ *Utility Infrastructure Costs*

The breakdown of costs for infrastructure improvements is outlined in Table 7-A below, it should be noted that these figures are in 1995 dollars, and are estimates. The actual cost of construction may be different because of inflation or project specific design requirements.

TABLE 7-A

ESTIMATED COSTS FOR UTILITY INFRASTRUCTURE - NORTHWEST TRIANGLE SPECIFIC PLAN

WATER	$4,500,000
SEWER	$2,800,000
STORM DRAINAGE	$5,200,000
TOTAL COST	$12,500,000

➢ *Financing Options*

Assessment Districts

California law authorizes a variety of assessment procedures which can be employed to pay for development of major capital expenditures. Financing is arranged through the assessment district from the sale of bonds. Obligation for payment of the principal and interest on the borrowed funds is shared by the

owners of property within the assessment district. Approval of the assessment district requires the consent (or lack of protest) of a substantial majority of the property owners in the district. Financing the improvements of area-wide benefit through assessment proceedings provides the opportunity to complete the needed facilities in advance of development.

An assessment district is the means by which the master storm drainage facilities, the water supply facilities, the wastewater pumping stations and force mains, and the Monte Vista and Countryside Drive street improvements could be financed. Those property owners agreeing to participate in the assessment district would be relieved of the responsibility for payment of a portion or all of the corresponding city fees. They would receive reimbursement against their assessment as other properties develop which benefit from the improvements they have funded.

Benefit Fee District

Those properties within the Specific Plan area not participating in an assessment district would be included in a benefit fee district. Since all properties in the service area (and many properties outside the area) would ultimately benefit from the improvements constructed by the assessment district, they could pay a fee at the time of development equal to their pro rata share of the improvements constructed under the assessment district. The fee would be determined based on the costs of the improvements and the level of participation in the district. Fees collected under the benefit fee district would then be used to reimburse those property owners who initially participated in the assessment district.

Development Fees

Turlock currently requires all new projects to pay development fees of various types in order to provide needed public facilities and improvements, and to carry out policies established in the General Plan. Properties participating in a special assessment district may be excused from payment of some or all of these fees because the district would construct many of the needed facilities in advance. Properties not included in the district would be required to pay their normal development fees which may then be used to reimburse the assessments of those

who participated in the district. Fees currently charged by the city include:

- Capital Facilities Fees (offsets the cost of construction of required expansions to city buildings and major circulation projects deemed to carry city wide benefit).

- Master Storm Drainage Fees (pays the cost of constructing a backbone system of major storm drainage lines and storage facilities of city wide significance).

- Water Capital Facilities Fees (pays for the construction of water supply, transmission and storage facilities that benefit all residents).

- Wastewater Plant Capacity Fees (provides a means to purchase capacity for new development in the wastewater treatment plant).

- Sewer Trunk Fees (offsets the cost of building major sewer trunk lines and pumping stations having greater than local benefit).

- Park Development Fees (defrays the cost of acquiring and developing park, recreational and open space facilities).

Stanislaus County and local school districts also charge fees for providing public facilities necessitated by new development. The above is not intended to be an all-inclusive list of fees that may apply to a particular project, nor does it cover building and planning processing fees.

➢ *Other Financing Options*

Mello-Roos Community Facilities Act of 1982

The Mello-Roos Act authorizes cities to establish districts within which a special tax may be levied to fund public services and improvements. The City can pay for these improvements by means of the tax revenue or with bond financing secured by the tax. Formation of the district and the special tax are subject to the voter/landowner

protest provisions of section 53324 of the Government Code.

Revenue Bonds

Revenue bonds, are bonds designed to finance projects and activities for a specific group of users. These types of bonds are funded by user charges that are applied to debt service

payments. There are numerous types of revenue bonds. The Sewer Revenue Acts of 1933 authorizes local governments to engage in bond funding of sewer system projects. Voter approval of project proposals is unnecessary unless 15% or more of the property owners or registered voters petition for an election. The Revenue Bond Law of 1941 authorizes local governments, subject to voter approval, to issue revenue bonds to finance a wide range of public facilities.

➢ *Financing Ongoing Maintenance*

Maintenance Districts

The City of Turlock presently uses maintenance districts to maintain and replace landscaping in public rights-of-way, lighting and drainage facilities, and local streets and roads. With the strong emphasis on community design in the Specific Plan, this type of financing will continue to play an important role in the ongoing operation and maintenance of the public facilities constructed within the plan area.

Maintenance districts can include large areas of multiple ownerships, and can establish an annual assessment to be paid by the property owners of the district toward necessary maintenance. The Specific Plan will use landscape and lighting (1972 Act), and lighting and drainage (1982 Act) assessment districts to fund the maintenance and operation of public facilities within the plan area.

7.6 FINANCING TRANSPORTATION AND CIRCULATION

Outlined in Chapter 3 of the Plan, are a wide range of improvements which are needed to insure convenient, safe, and efficient circulation of people and goods in the Northwest Triangle. Some of these improvements will benefit all the residents of the City, and some will provide a more localized benefit. Projects which provide a larger city wide benefit will be funded to some degree by funds derived from City's Capital Improvement Program. These funds are collected at the time that development occurs, and are available to pay for the following types of improvements:

- The center lanes of a multi-lane (4 or more) street improvement.
- Excess paving (over a collector street section) on outside & parking lanes.
- Any traffic signal or safety improvements within the project limits.
- Median and channelization improvements related to safety.
- Drainage facilities needed to drain the paved section.
- Acquisition of land needed to construct the project in excess of that needed to serve adjacent properties.

They cannot be used to pay for curbs, gutters or sidewalks (except where curbs are part of a channelization project), street lights, parking lanes or shoulders, one traffic lane, or access or driveway improvements related to a specific parcel or development. These facilities are the responsibility of the individual property owner. They also cannot be used to defray the cost of median improvements related to esthetics (landscaping, irrigation, etc.), or facilities which are covered by another fund.

On occasion, where it is necessary to have the "frontage" improvements in place as part of an overall street project, the City may proceed to build the frontage improvements and establish a lean on the abutting properties for repayment upon development.

Since 1987 the City has been collecting Capital Facilities Fees to fund a number of projects, some of which are located within the borders of, or otherwise benefit, the Plan Area included in the Specific Plan. Those projects which impact the Plan Area

and their estimated costs are shown in Table 7-B.

At the present time, it is estimated that some $6.5 million in City Capital Improvement Fees will be paid by properties within the Plan Area. Of the fees collected, approximately $2.3 million (34.85%) of this amount is dedicated to roadway improvements throughout the city, (but which have benefit to the plan area itself).

In addition to the City's Capital Improvement funds, other sources of funding may become available to construct some of these projects. Stanislaus County, through their Public Facilities Fee program, has collected funds which may be spent on specific projects in the Turlock area. Only one of these projects is within the boundaries of the Specific Plan - the improvements of Monte Vista Avenue from Golden State Boulevard to Highway 99. Additionally, a portion of the improvements of the Fulkerth/Highway 99 interchange are currently funded through private development as mitigation measures for development of the Countryside Plaza shopping center.

TABLE 7-B: SPECIFIC PLAN CIRCULATION IMPROVEMENTS PARTIALLY FUNDED BY CAPITAL FACILITY FEES

Project	Specific Plan Limits	Project Cost	Cost Within Plan
Christoffersen Parkway	Intersection @ Golden State Blvd.	$2,558,000	$858,000
Monte Vista Avenue Improvements	S.R. 99 to Golden State Blvd..	$1,186,000	$796,000
Taylor Road Improvements	S.R. 99 to Washington	$1,107,000	$737,000
Tegner Road Improvements	Fulkerth to Monte Vista	$794,000	$794,000

Monte Vista Avenue Improvements	S.R. 99 to Tegner	$1,376,000	$312,000
TOTAL		$7,021,000	$3,497,000

Finally, there are certain projects within the Northwest Triangle that do not have direct city wide benefit and thus cannot be funded by capital improvement fees. These improvements must be funded with supplemental fees levied on new development, through special assessment proceedings, or as project specific mitigation measures. Among these projects are the improvement of Countryside Drive from its current north line to Monte Vista (including signalization of its intersections with Tuolumne and Monte Vista), Tuolumne Road to S.R. 99, median/channelization improvements to Golden State Boulevard through the Plan Area, and signals at the Golden State/Tuolumne and Tully/Tuolumne intersections.

7.7 PRINCIPLES: INFRASTRUCTURE AND CIRCULATION SYSTEM FINANCING

7.7-a The City shall insure that new development within the Triangle Area will pay all of the public facility costs which it generates, where such improvements do not provide a city wide benefit.

7.7-b Except for facilities which benefit the entire City, such as master storm drain system facilities, improvements necessary to service the Specific Plan Area shall rely primarily on private financing techniques rather than general fund financing.

7.7-c Public infrastructure cost shall be allocated to property within the Specific Plan Area based on benefits received.

7.7-d Use pay as you go financing to the extent possible. Use debt financing only when essential to maintain adopted service standards, or when the City Council finds that such financing techniques will provide a substantial benefit to the City.

7.7-e Establish a satisfactory mechanism for equitable financing of capital improvements in the Northwest Triangle. Options include:

(1) Development fees based on a public facilities improvement plan which determines and allocates costs to individual property owners.

(2) Assessment districts.

(3) Master development agreements with arrangements for reimbursement by subsequent projects which would benefit from project improvements such as water line oversizing.

(4) Establish Mello-Roos Facility Financing District(s).

7.7-f Establish satisfactory methods of providing consistent and reliable financing of maintenance for soundwalls, street lighting, the Tuolumne/Countryside Neighborhood Park, roads, and other facilities. Where possible use Landscape and Lighting Districts; and Lighting and Drainage districts as allowed by state law.

7.7-g As a condition of approval require development projects in the Plan Area to fund appropriate oversizing of facilities, subject to reimbursement from future developments benefitting from oversizing.

7.7-h If Mello-Roos or other bonds are issued for infrastructure improvements, the following standards should be applied by the City:

- Security for bonds should be provided well in excess of the bond value, at a level determined by the City.
- Any annual special assessment or special tax should not exceed a very limited percentage of property value, as determined by the City.

Developers will be required to arrange private financing for any infrastructure costs

that would cause bond issues to fail to meet City criteria.

7.8 TURLOCK SCHOOL DISTRICTS

State funding of new school facilities needed to serve the additional development planned within the Triangle area cannot be relied on. The School District presently collects mitigation fees for new residential development, and where applicable also collects an annual tax from property owners within a Mello-Roos District. Current General Plan policies also require that all new residential development fully mitigate impacts on school facilities.

PRINCIPLES: SCHOOL FACILITIES

7.8-a. Implement the same standards for mitigation of impacts to school facilities as required by the Guiding and Implementing Policies of the Turlock General Plan (Section 4.2, Educational Facilities).

7.8-b. Only residential development requests which have recognized and fully mitigated any significant impacts on school facilities shall be approved. Where discretion is afforded to the City of Turlock, development projects shall be required to provide for, or finance the provision of, school facilities as determined to be needed to support the proposed development.

7.9 SPECIFIC PLAN ADMINISTRATION

The Northwest Triangle Specific Plan is not intended as a static and inflexible plan for development. Just as the plan area is expected to change over the next 20 years, evolution of the plan must also occur. Updates and amendments to the plan will inevitably be required.

This section outlines the principles to be followed in order to insure that the Plan evolves in an orderly fashion.

The City has funded the initial preparation of the Specific Plan to provide property owners with the tools necessary to plan the development of their property in an efficient and timely manner. To offset the cost of plan preparation and its ongoing maintenance, State Law allows a city to charge a "specific plan fee" to anyone seeking approval of a development project within the Plan Area. As outlined in the formula below, the fee is prorated based on the estimated relative benefit that the developer derives from the Specific Plan. It is collected at the time of building permit issuance. Recovered by this fee are all costs involved in preparation and administration of the Plan, including required environmental documentation, public hearings and notices, and any required updates.

Specific Plan Principles require that the Plan and related environmental documentation be updated at least every five (5) years, or whenever the General Plan is updated, to insure consistency between the documents. It is also necessary to regularly review the contents of the MEIR prepared for the project, and update them as appropriate to make sure the MEIR continues to be valid when reviewing new projects.

PRINCIPLES: SPECIFIC PLAN ADMINISTRATION

7.9-a In conjunction with updating of General Plan data, update key Specific Plan information. Updates of the Plan and accompanying environmental documentation should occur at least every 5 years.

7.9-b The Planning Commission shall complete an annual review of the Specific Plan document, as part of the General Plan review, and shall report its findings to the City Council. The Planning Commission report may include recommendations for amendments to the Specific Plan.

7.9-c Amend the Specific Plan no more than four times a year, consistent with the General Plan amendment procedures. Each amendment may include multiple changes to the Plan.

7.9-d Following adoption of the Specific Plan, no project in the Plan Area shall be approved and no public improvement shall be authorized, until the City makes a finding that the proposed entitlement or public improvement is in substantial conformance with this Specific Plan.

7.9-e A Specific Plan Preparation Cost Recovery and Update Fee shall be collected from all new development. Projects involving redevelopment of more than 25% of the land area or 25% of the floor area of buildings on a parcel in existence on, or created after, the date of Plan adoptionwill also pay the fee. The purpose of the fee will be to recover the cost of initial preparation and adoption of the Specific Plan, the accompanying Environmental Impact Report, and City initiated annexation (if any).

An update fee equal to 10% of the cost of Plan preparation shall also be collected to fund required updates of the Specific Plan and Master Environmental Impact Report. The portion of the fee dedicated for recovery of the initial preparation of the Plan shall only be collected until the entire property originally part of the Plan Area has been developed. The fee will be collected at the time of building permit issuance and/or prior to final approval of a subdivision map (as applicable).

Specific Plan Preparation Cost Recovery and Update Fee Formula

$$Fee = A\{[M(1+bn)]+[U(1+b5)]\}$$

where:

A = Number of Gross acres in the project area.

M = The city's average cost per gross acre of preparing the Specific Plan, the MEIR, and completing any City initiated annexation of the property. The final amount will be set at the time of final recordation of the City initiated annexation. Where a privately initiated annexation precedes a City sponsored annexation (if any), the fee will be determined based on the average cost per acre as described above, without the annexation costs.

b = The projected annual inflation rate. The average annual inflation rate used for this calculation will be based on the average inflation rate for the previous 5 years as measured by the consumer price index. The rate will be revised each year at the time of the required annual report on the Specific Plan.

n = Number of years since the year of specific plan adoption.

U = Contribution towards cost of necessary updates to the Specific Plan and accompanying Master Environmental Impact Report. The amount of this contribution will be equal to 10% (.10 x M) of the cost of the original preparation of the Specific Plan and accompanying MEIR, assigned on the basis of the average cost per gross acre, (and adding on the annual inflation factor identified by "b").

7.10 ENVIRONMENTAL REVIEW

As required by California Environmental Quality Act, a Master Environmental Impact Report has been prepared for the Northwest Triangle Specific Plan (see also Section 1.5). This report identifies the environmental impacts of development of the Plan Area as envisioned in the Specific Plan, and where feasible has identified mitigation measures which can eliminate or reduce these impacts. The following principles relate how these mitigation measures will be applied.

PRINCIPLES: ENVIRONMENTAL REVIEW

7.10 -a All development within the Plan Area is subject to the mitigation measures identified in the Master Environmental Impact Report and the adopted Mitigation Monitoring Program, prepared for the Specific Plan.

7.10-b As provided for in State Law, certain projects may be exempt from further environmental review when:

(1) The project is consistent with the Specific Plan, and the Master Environmental Impact Report is no more than five years old;

(2) The EIR adequately identified the project's significant environmental effects and corresponding mitigation measures;

(3) The City has determined the type of environmental document needed in accordance with the requirements of the California Environmental Quality Act, and has given notice of such fact as required by State Law, and the City of Turlock Implementing Procedures;

(4) The City makes all applicable findings as required by State Law, Section 15091 of the CEQA Guidelines, and City of Turlock Implementing Procedures; and

(5) The City files a notice of determination with the county clerk for posting.

7-10.-c A portion of the Specific Plan Cost Recovery Fee shall be dedicated to the funding of the required updates of the Master Environmental Impact Report.

– APPENDIX A –

DEFINITIONS OF USE CLASSIFICATIONS

APPENDIX A
DEFINITIONS OF USE CLASSIFICATIONS

Public and Semipublic Use Classifications

Clubs and Lodges. Meeting, recreational, or social facilities of a private or nonprofit organization primarily for use by members or guests. This classification includes social clubs and youth centers.

Cultural Institutions. Nonprofit institutions displaying or preserving objects of interest in one or more of the arts or sciences. This classification includes libraries, museums, and art galleries.

Day Care, General. Establishments providing non-medical care for seven or more persons on a less than 24-hour basis. This classification includes nursery schools and day-care centers for children or adults.

Emergency Health Care. Facilities providing emergency medical service with no provision for continuing care on an inpatient basis.

Government Offices. Administrative, clerical, or public contact offices of a government agency, including postal facilities, together with incidental storage and maintenance of vehicles.

Maintenance and Service Facilities. Facilities providing maintenance and repair services for vehicles and equipment, and materials storage areas. This classification includes corporation yards, equipment service centers, and similar facilities.

Park and Recreation Facilities. Parks, playgrounds, recreation facilities, and open spaces.

Public Safety Facilities. Facilities for public safety and emergency services (police and fire protection).

Utilities, Minor. Facilities necessary to support established uses involving only minor structures such as electrical distribution lines, underground water and sewer lines, and recycling collection facilities.

Commercial Use Classifications

Agricultural Services. Establishments primarily engaged in activities such as supplying soil preparation services, crop services, landscaping, horticultural services, veterinary and other animal services, and farm labor and management services.

Ambulance Services. Provision of emergency medical care or transportation, including incidental storage and maintenance of vehicles.

Animal Sales and Services. Businesses selling, grooming and boarding animals, and providing veterinary services.

Automobile Rentals. Rental of automobiles, including storage and incidental maintenance, but excluding maintenance requiring pneumatic lifts.

Automobile/Vehicle Repair. Repair of automobiles, trucks, motorcycles, motor homes, and recreational vehicles, including the sale, installation, and servicing of related equipment and parts. This classification includes auto repair shops, body and fender shops, transmission shops, wheel and brake shops, auto glass services, and tire sales and installation, but excludes vehicle dismantling or salvaging and tire retreading or recapping.

Automobile/Vehicle Sales and Rentals. Sale or rental of automobiles, motorcycles, trucks, and/or tractors, including storage and incidental maintenance.

Automobile Service Stations. Establishments engaged in the retail sale of gas, diesel fuel, lubricants, parts, and accessories. This classification includes incidental maintenance and minor repair of motor vehicles, but excludes body and fender work or major repair of automobiles, motorcycles, light and heavy trucks or other vehicles.

Automobile Washing. Washing, waxing, or cleaning of automobiles or similar light vehicles.

Banks and Savings and Loans. Financial institutions providing retail banking services.

Building Materials and Services. Retailing, wholesaling, or rental of building supplies or equipment. This classification includes lumber yards, tool and equipment sales or rental establishments, and building contractors' yards, but excludes establishments devoted principally to taxable retail sales to individuals for their own use. (This exclusion applies to large-scale "warehouse" stores, which are permitted in the Community Commercial district).

Business Services. Rendering services to business establishments on a fee or contract basis, including printing and copying, blueprint services, advertising and mailing, equipment rental and leasing, commercial research, development and testing, photo finishing, and model building.

Commercial Recreation. Provision of participant or spectator recreation. This classification includes sports stadiums and arenas, amusement parks, bowling alleys, billiard parlors, golf driving ranges, poolrooms, dance halls, ice/roller skating rinks, golf courses, miniature golf courses, scale-model courses, shooting galleries, tennis/racquetball courts, health/fitness clubs, pinball arcades or electronic games centers, card rooms, and fortune telling.

Commercial Entertainment. Provision of spectator entertainment. This classification includes live and motion picture theaters. *Facilities for commercial entertainment are encouraged to locate in Downtown Turlock.*

Communications Facilities. Broadcasting, recording, and other communication services accomplished through electronic or telephonic mechanisms. This classification includes radio, television, or recording studios; telephone switching centers; and cellular telephone facilities.

Eating and Drinking Establishments. Businesses serving prepared food or beverages for consumption on or off the premises. This classification includes restaurants, bars and fast-food facilities.

Food and Beverage Sales. Retail sales of food and beverages for off-site preparation and consumption. Typical uses include groceries, liquor stores, and retail bakeries.

Food Preparation. Businesses preparing and/or packaging food for off-site consumption, excluding those of an industrial character in terms of processes employed, waste produced, water used, and traffic generation. Uses include catering kitchens, bakeries with no or limited on-site retail sales, and small-scale specialty food production such as manufacture of candy, jams and jellies.

Hotels and Motels. Establishments offering lodging on a less-than-weekly basis. Motels may have kitchens in no more than 25 percent of guest units, and "suite" hotels may have kitchens in all units. This classification includes eating, drinking, and banquet services associated with the facility.

Laboratories. Establishments providing medical or dental laboratory services; or establishments providing photographic, analytical, or testing services.

Maintenance and Repair Services. Establishments providing appliance repair, office machine repair, janitorial services, indoor pest control, or building maintenance services. This classification excludes maintenance and repair of vehicles or boats.

Nurseries. Establishments in which all merchandise other than plants is kept within an enclosed building or a fully screened enclosure, and fertilizer of any type is stored and sold in package form only. This classification includes wholesale and retail nurseries and growing grounds offering plants for sale.

Offices, Business and Professional. Offices of firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, graphic design, interior design, real estate, insurance, investment, legal, veterinary, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Personal Improvement Services. Provision of instructional services or facilities, including photography, fine arts, crafts, dance or music studios, driving schools, business and trade schools, and diet centers, reducing salons, and fitness studios.

Personal Services. Provision of recurrently needed services of a personal nature. This classification includes barber and beauty shops, seamstresses, tailors, shoe repair shops, dry-cleaning businesses (excluding large-scale bulk cleaning plants), photo-copying, and self-service laundries.

Retail Sales. The retail sale of merchandise not specifically listed under another use classification. This classification includes department stores, drug stores, clothing stores, furniture stores, pawn shops, pet shops, secondhand stores, and businesses retailing the following goods: toys, hobby materials, handcrafted items, jewelry, cameras, photographic supplies and services including portraiture and retail photo processing, medical supplies and equipment, electronic equipment, records, sporting goods, kitchen utensils, hardware, appliances, antiques, art supplies and services, paint and wallpaper, carpeting and floor covering, office supplies, bicycles, and new automotive parts and accessories (excluding service and installation).

Travel Services. Establishments providing travel information and reservations to individuals and businesses. This classification excludes car rental agencies.

Truck/Commercial Vehicle Service Stations. Establishments engaged in retail sale of gas, diesel fuel, lubricants, parts, and accessories for heavy trucks, buses, and similar commercial vehicles. This classification includes washing, waxing, or cleaning of trucks or similar vehicles, incidental maintenance and minor repair of vehicles, but excludes body and fender work or major repair of heavy trucks or other vehicles.

Vehicle and Equipment Sales, Service and Rental. Sales, servicing and rental of motor homes and recreational vehicles, vans, trailers, tractors, and other equipment used for agricultural or landscape gardening activities. Sales of new or used automobiles or trucks are excluded from this classification.

Vehicle Storage. Storage of operative or inoperative vehicles. This classification includes storage of parking tow-aways, impound yards, and storage lots for automobiles, trucks, buses and recreational vehicles, but does not include vehicle dismantling.

Industrial Use Classifications

Industry, Limited. Establishments engaged in any of the following types of activities taking place within enclosed buildings: manufacturing finished parts or products primarily from previously prepared materials; providing industrial services; or conducting industrial or scientific research, including product testing. This classification excludes basic industrial processing.

Wholesaling, Distribution and Storage. Storage and distribution facilities without sales to the public on-site or direct public access except for public storage in small individual space exclusively and directly accessible to a specific tenant. This classification includes mini-warehouses.

– APPENDIX B –

LAND USE BY PARCEL

APPENDIX B
LAND USE BY PARCEL

Appendix B is not available on the City of Turlock web site. Contact the City of Turlock Community Planning Division if you want land use information about specific parcels in the Northwest Triangle Specific Plan.

– APPENDIX C –

AIR QUALITY GUIDELINES

APPENDIX C
AIR QUALITY GUIDELINES

The City of Turlock recognizes that only a cooperative effort between government, private developers, and the public can meet the challenge of maintaining and improving air quality. Implementation of the land use and design principles contained in the Northwest Triangle Specific Plan will result in better community design, less traffic congestion, and cleaner air. Section 6.7 and 6.8 of the Specific Plan establishes principles which will be used to guide development activities in meeting air quality goals.

The following guidelines may not be appropriate in every situation, however, the long term implementation of these measures city wide, will help meet state and federal mandates to protect air quality placed on the City. The Northwest Triangle Master Environmental Impact Report and its related Mitigation Monitoring Program, contain the mandatory measures to protect air quality which apply to all development activities in the Plan Area.

PRACTICES WHICH CAN BE IMPLEMENTED DURING PROJECT CONSTRUCTION

- Promptly install site improvements to reduce the potential for fugitive dust emissions.

- Minimize unnecessary vegetation clearing, earth-moving, or excavation activities. Seed and water inactive parts of construction sites until grass cover is grown. Use alternatives to discing (such as mowing) to the extent feasible.

- Sprinkle all portions of the site completely twice daily (watering can reduce dust emissions by about 50 %). If water is in short supply, alternative dust control measures such as chemical stabilizers or wind barriers may be used.

- Schedule major dust-generating activities for the early morning and other hours when wind velocities are low. All clearing, grading, earth-moving, and excavation should cease during periods with winds greater than 20 miles per hour averaged over one hour.

- Water, stabilize, or cover storage piles of debris, fill dirt, sand or other materials that can be blown by the wind.

- Sweep construction areas and adjacent streets of all mud and debris after construction equipment leaves the site.
- Water or securely cover soil, gravel, and other materials in vehicles traveling to the site and limit the speed of all construction vehicles to 15 mph while on-site to prevent excessive amounts of airborne dust.
- Limit trips onto construction sites to only those vehicles requiring access require access for construction purposes.
- Prohibit burning of any vegetation cleared in preparation for development.
- Limit idling of construction vehicles to ten minutes at any one time, and require all combustion engine driven equipment to be properly maintained and tuned.
- Minimize the unnecessary use of paints and solvents in construction.

PRACTICES WHICH CAN BE IMPLEMENTED THROUGH PROJECT AND BUILDING DESIGN

- Allow only low NO_x burner furnace units and water heaters and require HVAC equipment with a SEER of 12 or greater in residential units.
- Require all wood-burning fireplaces and stoves to meet EPA Phase II emission standards.
- Within new residential development areas, install natural gas lines and electrical outlets in yard or patio areas to encourage the use of gas and/or electric barbecues; and electric mowers and edgers.
- Require facilities which result in long periods of vehicle idling, including buildings with parking garages and drive-through windows, to mitigate potential air quality impacts through landscaping or on-site traffic control measures (pre-paid parking fees, etc).
- Require paving of all access roads, driveways, and parking areas serving new commercial and industrial development to reduce fugitive dust emissions.

PRACTICES WHICH CAN BE IMPLEMENTED TO REDUCE ENERGY CONSUMPTION AND AIR POLLUTION

- Encourage the use of solar-assisted water heating for all new commercial and residential development, and require solar-assisted heating units for swimming pools.

- Encourage the installation of lighting and insulation which meets or exceeds Title 24 requirements for energy efficiency.

- Orient housing units to utilize passive solar cooling and heating to the fullest extent possible.

- Encourage the planting of trees in locations to shade structures during the summer (generally on the southern and western exposure), thereby minimizing air conditioning requirements. Deciduous trees should be used since they accommodate passive solar heating in the winter months.

– APPENDIX D –

HAZARDOUS MATERIALS IN THE SPECIFIC PLAN

APPENDIX D
HAZARDOUS MATERIALS IN THE SPECIFIC PLAN AREA

Agricultural Uses

Modern agricultural practices in the Northwest Triangle have included the application of fertilizers, herbicides, and pesticides to improve crop yields. Several of the chemicals used in agricultural operations have been identified as potentially harmful to human health and environmental quality including DDT. Prior to the ban on its use in 1973, DDT was used extensively as a pesticide throughout the Central Valley. This chemical does not degrade readily and is known to persist in the environment.

Herbicides currently used on the types of crops cultivated in the specific plan area generally include round-up and paraquat (Emery, 1994). Pesticides used on these crops include organophosphates, comite, sulfur, and diazinon (Emery, 1994). The toxicity and persistence of these agricultural chemicals in the environment are widely variable; however, their continuous application on agricultural lands can result in the accumulation of chemical residues in soils and water.

Application of agricultural chemicals by aerial spraying can result in degradation of air quality and possible health impacts to persons living or working in areas adjacent to fields on which the chemicals are sprayed. Exposure by skin contact or inhalation of airborne fertilizer, pesticides, or herbicides can result in health impacts. The potential health effects vary depending on the concentration of applied chemicals, the duration of application, the climatic conditions at the time of spraying, and the proximity of residences to spray areas. Applications may also result in the accumulation of pesticides and/or herbicides in the soil, surface water, and/or groundwater. Health impacts may occur by children ingesting contaminated soil, exposure by skin contact with affected soils or water, or inhalation of airborne dust from affected soils.

Agricultural uses often involve storage and mixing of agricultural chemicals on-site prior to application on the fields. Accidental spills or leakage of these chemicals during these activities may result in soil and water contamination. The storage, use, and application of agricultural chemicals is controlled by State regulations enforced by the California Department of Food and Agriculture and the County Agriculture Commissioner's Office.

TABLE D-1

BUSINESSES MANAGING HAZARDOUS MATERIALS IN THE SPECIFIC PLAN AREA

Business	Address	Hazardous Materials
Turlock Autohaus	1732 Carnegie	Waste oil
Turlock Ready Mix	1301 Fulkerth	Diesel fuel, stoddard solvent, O_2, Acetylene, lime, gasoline, waste oil
Millers Manufacturing	2032 Divanian	Acetylene, O_2, inert gases, mapp gas
Peterson Electric	2120 Divanian	Acetylene, O_2, gasoline
Thorson's Plumbing & Air	2130 N. Walnut	Freon, gasoline, argon, O_2, acetylene, compressed CO_2, propane, nitrogen
Golden State Utility	2313 N. Walnut	Acetylene, propane, inert gas, diesel fuel, waste oil, O_2, stoddard solvent, anti-freeze
Golden State Rentals	2440 N. Golden State	Acetylene, argon, O2, stoddard solvent, anti-freeze, diesel fuel, waste oil
Patchett's	2500 N. Golden State	Freon #12, O2, acetylene, waste oil, anti-freeze
Arco AM/PM	4700 N. Golden State	Gasoline
Gary Olson Trucking	2119 W. Tuolumne	Gasoline, diesel, motor oil, anti-freeze, stoddard solvent, propane
Suburban Propane	4325 N. Golden State	Anti-freeze, gasoline, diesel, motor oil, propane

Source: City of Turlock Planning Department

Commercial and Industrial Uses

Facilities identified by the City of Turlock as managing hazardous materials in the specific plan area are listed in Table D-1. As indicated in the Table, eleven businesses in the area have operations that use hazardous materials. With the exception of two businesses, Gary Olson Trucking and the Turlock Ready Mix, all facilities are located along Golden State Boulevard. The County is currently updating information on businesses in the specific plan area managing hazardous materials.

Previous businesses operating in the project area may have stored hazardous materials in the past and potential releases may have occurred without being identified. The presence of sites managing hazardous materials within and adjacent to the specific plan area could limit the potential for future uses of these properties.

One site in the specific plan area, Millers Manufacturing, was identified in the Stanislaus County Hazardous Waste Management Plan in 1991 as having a leaking underground fuel tank. The Stanislaus County Department of Environmental Resources worked with the State Department of Health Services, currently known as the California Environmental Protection Agency, Department of Toxic Substances Control, and the Central Valley Regional Water Quality Control Board to determine the level of clean up needed at the Millers Manufacturing site. Corrective actions were taken and the problem was determined to be closed (Furt, 1994).

Other leaking underground tanks may be present in the Specific Plan area. Typically, hazardous materials releases associated with leaking underground fuel tanks include petroleum hydrocarbons such as gasoline, diesel, and oils, and associated compounds, and solvents. County staff has indicated that a leaking underground tank has been identified at the gas station facility located (just outside the Specific Plan Area) at the corner of Fulkerth and Golden State Boulevard (Furt, 1994).

Potential past or future releases of fuel products from storage tanks may result in environmental degradation and public health hazards. Unidentified releases of fuel may be detected during construction activities. Workers could be exposed to soil and groundwater contaminated by fuel products. This exposure could occur during excavation activities in areas where storage tanks and pipelines are currently or were formerly located. If groundwater resources were contaminated and were used for domestic or irrigation purposes, public health could be affected. Contaminants contained within groundwater could migrate to surface waters, exposing the public and wildlife to potential health risks.

Petroleum and Natural Gas Pipelines

Two high pressure pipelines, a jet fuel pipeline serving the Castle Air Force Base and a natural gas pipeline, are located within the Southern Pacific Railroad right-of-way along the west side of Golden State Boulevard. These pipelines transfer flammable materials under high pressure. The hazards associated with pipelines include fire or explosion if the products are suddenly released and contamination of soil or groundwater in the event of a spill or leak.

Railroad

Freight trains operating on the Southern Pacific railroad tracks located on the west side of Golden State Boulevard transport a variety of products which may include hazardous materials. Increased development adjacent to the railroad tracks may result in increased potential risk to public health and safety in the event of a train accident.

Electrical Transmission and Distribution Lines

Electrical power lines installed to serve existing and past land uses may include old electrical transformers and capacitors, which may contain polychlorinated biphenyls, or PCBs. PCBs are a class of chemicals that tend to persist in the environment, accumulate in human body tissues and the food chain, and cause cancer in test animals. The potential health effects related to exposure to PCBs caused the United States Environmental Protection Agency (US EPA) to ban their production and sale in 1976 and establish inspection and monitoring requirements for equipment containing PCBs.

A release of PCBs conceivably could occur from damage to transformers that contain PCBs from weather, vandalism, equipment failure, or during maintenance activities. Past releases may have occurred from faulty equipment or during electrical equipment fires. Leakage of insulating oils containing PCBs from transformers or capacitors could result in contamination of soil or water. Exposure of people to contaminated oil, soil, or water could result in adverse health effects.

Building Materials

Several of the existing commercial, industrial, or farm structures may contain asbestos. If any of the buildings constructed prior to the early 1970s within the Specific Plan area were to be demolished or renovated, asbestos might be exposed, creating a health risk for construction workers and/or the general public.

Regulatory Framework

The use, storage, and disposal of hazardous materials, including management of contaminated soils and groundwater, are regulated by federal, state, and local laws and regulations. The federal enforcement agencies are the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT). State regulatory agencies include the California EPA, Department of Toxic Substances Control (DTSC), the Central Valley Regional Water Quality Control Board (RWQCB), State Fire Marshal, and the Air Resources Board (ARB). Local regulatory agencies include the Stanislaus County Environmental Resource Department, Hazardous Materials Division (SCHMD), San

Joaquin Valley Unified Air Pollution Control District, and the City of Turlock Fire Department (TFD). A description of agency jurisdiction is summarized below:

EPA. The EPA is responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. The federal statutes are primarily codified in Title 40 of the Code of Federal Regulations (40 CFR). The legislation is outlined in the Resource Conservation and Recovery Act of 1976 (RCRA), the Superfund Amendments and Reauthorization Act (SARA), and in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). The Federal Hazardous Waste Act regulates the transportation of hazardous materials. These laws and regulations include specific requirements for facilities that generate, use, store, treat, and/or dispose of hazardous materials. The EPA provides oversight and supervision for some site investigation/remediation projects, evaluates remediation technologies, and develops hazardous materials disposal restrictions and treatment standards.

DOT. The DOT administers the Federal Hazardous Waste Act which regulates the transport of hazardous materials (49 CFR).

DTSC. In California, DTSC works in conjunction with EPA for the enforcement and implementation of hazardous materials laws and regulations. The state hazardous materials regulations are contained in Title 26 of the California Code of Regulations (CCR), governed by the Hazardous Waste Control Act and Health and Safety Code. DTSC acts as the lead agency for some soil and groundwater cleanup projects. DTSC has developed land disposal restrictions and treatment standards for hazardous materials disposal in California, not regulated at the federal level.

RWQCB. The project is located within the jurisdiction of the Central Valley RWQCB. The RWQCB is authorized by the Porter-Cologne Water Quality Act and underground tank regulations specified in the CCR, Title 26, Division 23, to implement standards to protect the waters of the state. The RWQCB provides oversight for sites where the quality of groundwater or surface waters are threatened. The RWQCB issues Waste Discharge Requirements for industries that dispose of liquid wastes to land or water.

State Fire Marshal. The State Fire Marshal enforces State and Federal regulations pertaining to fire protection and prevention standards, including regulations for inter- and intrastate pipelines.

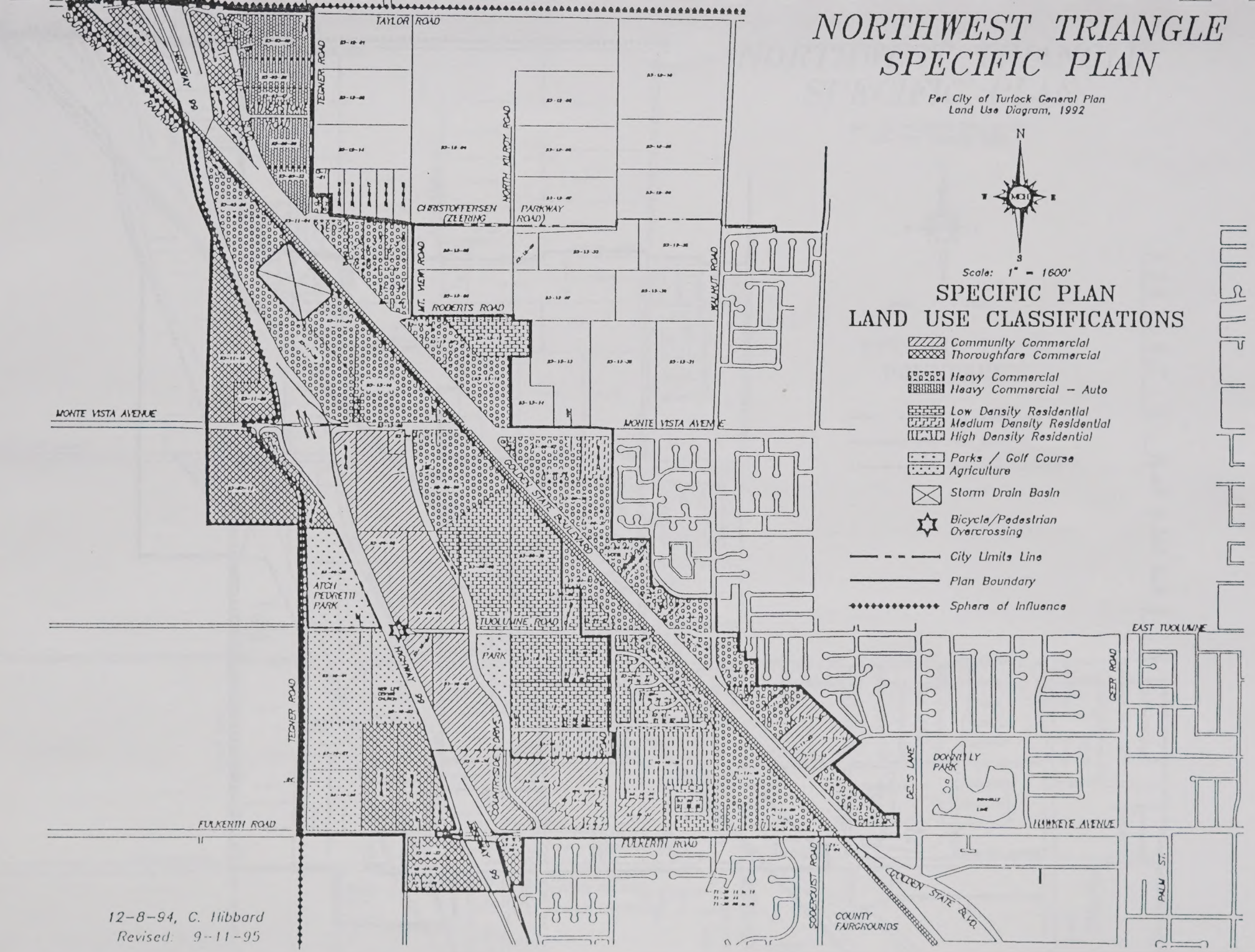
San Joaquin Valley Unified Air Pollution Control District. The District maintains information and issues permits for businesses that produce air emissions, and for sites requiring asbestos abatement.

SCHMD. SCHMD enforces state and local laws and regulations pertaining to businesses that manage hazardous materials, hazardous waste generators, and risk management prevention programs. SCHMD is responsible for enforcing underground storage tank regulations and overseeing investigation and remediation of fuel-contaminated sites in conjunction with the RWQCB. They also provide hazardous materials spill emergency response. Businesses which use, store, or handle hazardous materials are required to submit a Business Plan (or Hazardous Materials Management Plan) to the SCHMD. Business Plans contain information regarding the type, quantity, locations, and emergency response procedures for hazardous materials used, stored, or handled at a site. Businesses which manage more than the specified threshold quantity of any of the specified acutely hazardous materials,[1] and are determined by the SCHMD to present an acutely hazardous materials accident risk,[2] are required to prepare comprehensive Risk Management Prevention Plans (RMPP) which document detailed operations and emergency procedures in the event of a worst case scenario accident or spill. The SCHMD periodically inspects businesses to ensure compliance with hazardous materials regulations.

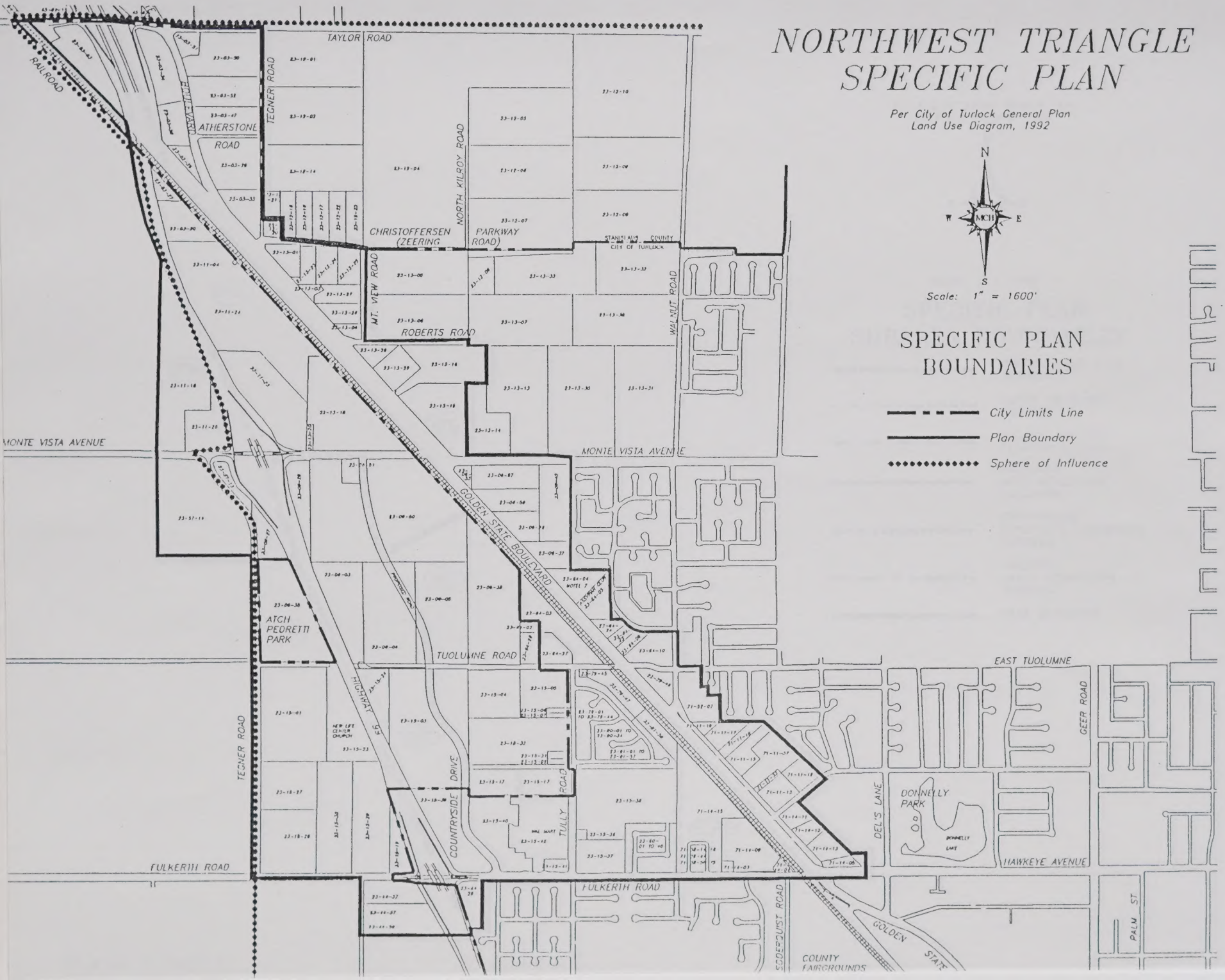
TFD. The Turlock Fire Department issues permits for the operation and removal of aboveground storage tanks, and in addition to the SCHMD issues permits for the removal of underground storage tanks. The TFD oversees underground storage tank removal activities and periodically inspects businesses to ensure compliance with the Uniform Fire Code.

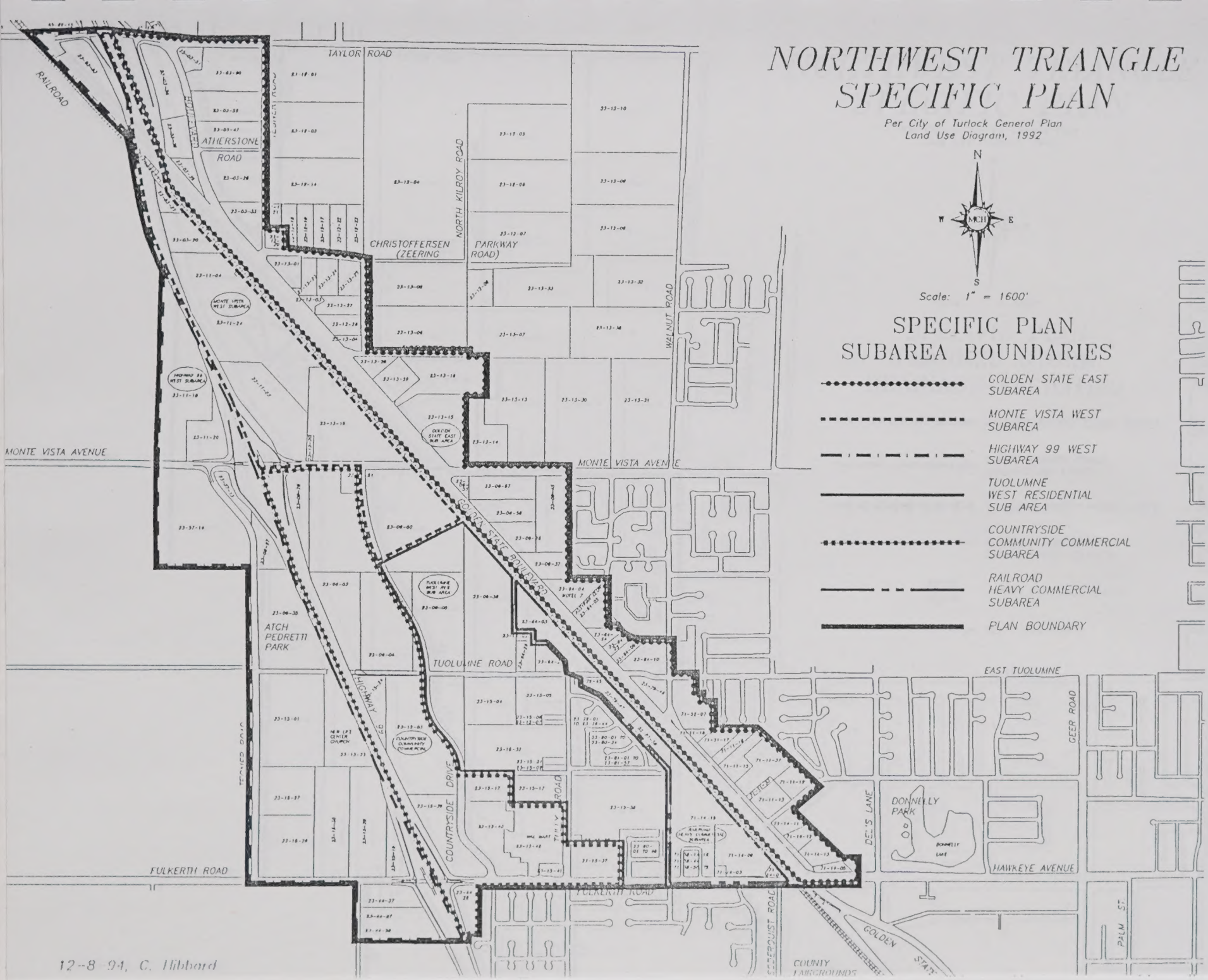
"Acutely hazardous material means any chemical designated an extremely hazardous substance which is listed in Appendix A of Part 355 of Subchapter J or Chapter I of Title 40 of the Code of Federal Regulations." (California Health and Safety Code § 25532a)

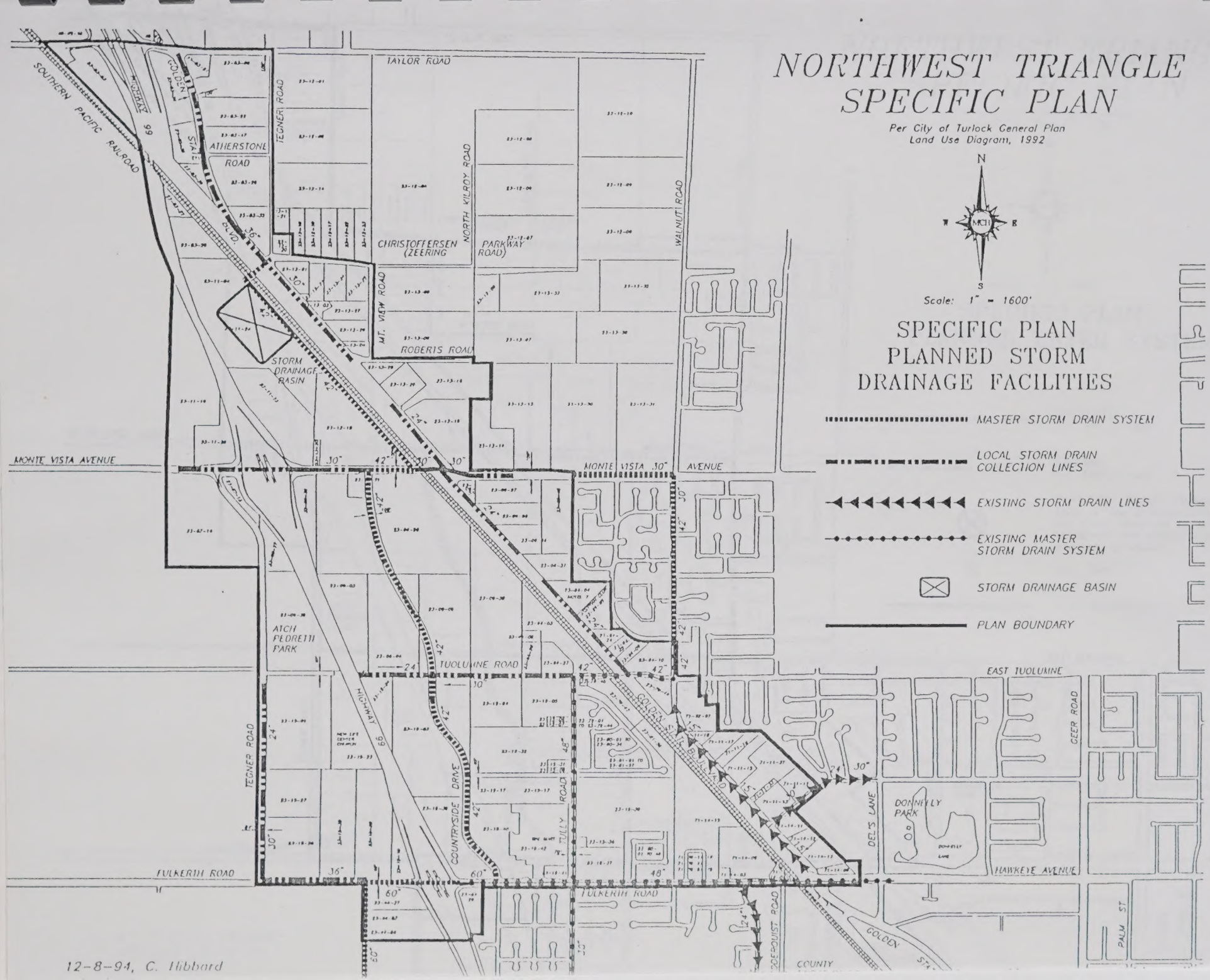
An acutely hazardous materials accident risk is defined as the... "potential for the release of an acutely hazardous material into the environment which could produce a significant likelihood that persons exposed may suffer acute health effects resulting in significant injury or death." (California Health and Safety Code § 25532b)



12-8-94, C. Hibbard
Revised: 9-11-95


NORTHWEST TRIANGLE SPECIFIC PLAN
Per City of Turlock General Plan Land Use Diagram, 1992
N
W
MCH
E
S
Scale: 1" = 1600'
SPECIFIC PLAN BOUNDARIES
City Limits Line
Plan Boundary
Sphere of Influence
TAYLOR ROAD
RAILROAD
TEGNER ROAD
ATHERSTONE ROAD
NORTH KILROY ROAD
CHRISTOFFERSEN PARKWAY (ZEERING ROAD)
STANISLAUS COUNTY
CITY OF TURLOCK
MT. VIEW ROAD
WALNUT ROAD
ROBERTS ROAD
MONTE VISTA AVENUE
GOLDEN STATE BOULEVARD
ATCH PEDRETTI PARK
TUOLUMNE ROAD
EAST TUOLUMNE
GEER ROAD
HIGHWAY 99
COUNTRYSIDE DRIVE
TULLY ROAD
DEL'S LANE
DONNELLY PARK
HAWKEYE AVENUE
FULKERTH ROAD
SOUTH CENTRAL
SCHOENQUIST ROAD
COUNTY FAIRGROUNDS
GOLDEN STATE
PALM ST

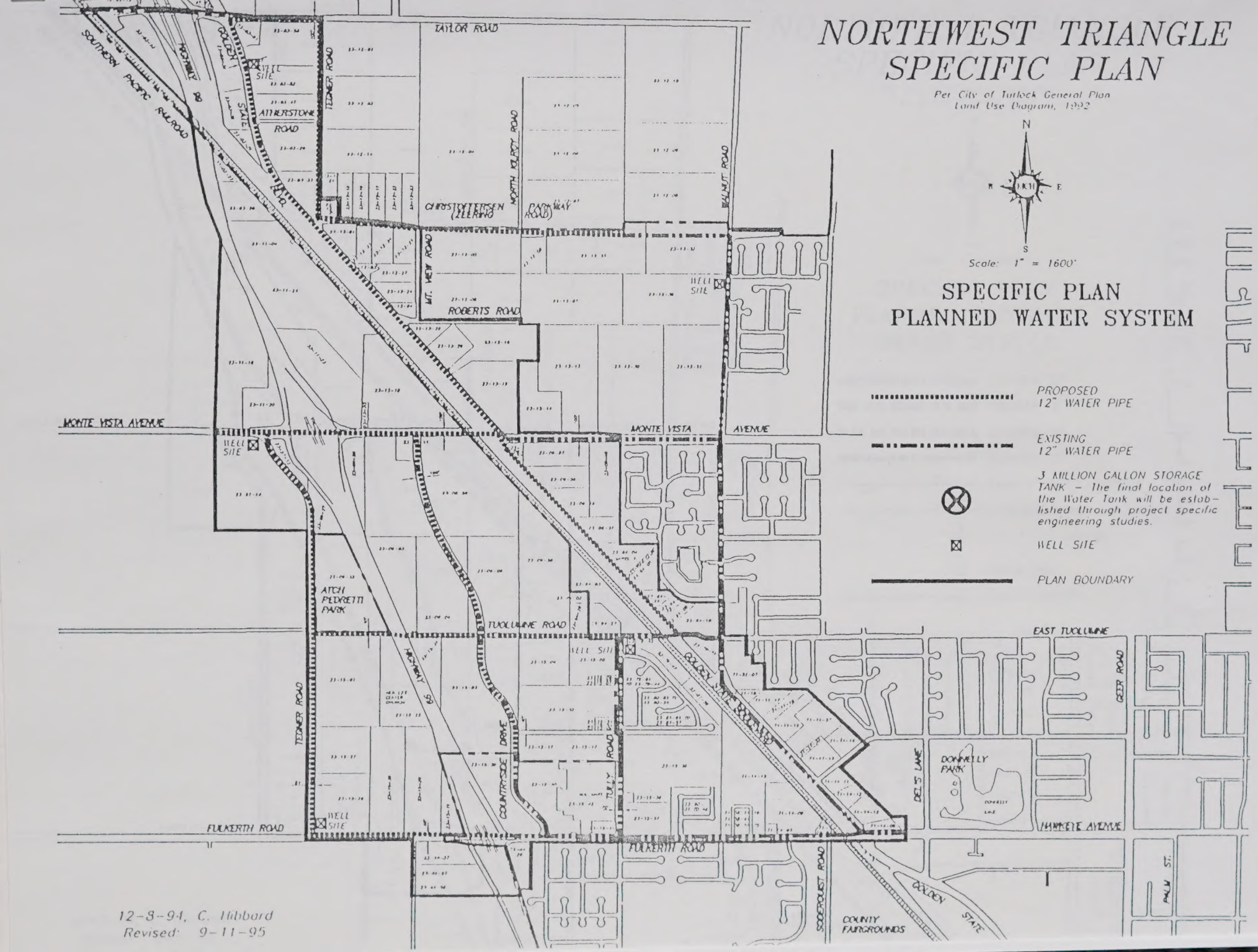

NORTHWEST TRIANGLE
SPECIFIC PLAN
Per City of Turlock General Plan
Land Use Diagram, 1992
N
W
E
S
NORTH
Scale: 1" = 1600'
SPECIFIC PLAN
SUBAREA BOUNDARIES
GOLDEN STATE EAST SUBAREA
MONTE VISTA WEST SUBAREA
HIGHWAY 99 WEST SUBAREA
TUOLUMNE WEST RESIDENTIAL SUB AREA
COUNTRYSIDE COMMUNITY COMMERCIAL SUBAREA
RAILROAD HEAVY COMMERCIAL SUBAREA
PLAN BOUNDARY
TAYLOR ROAD
RAILROAD
ATHERSTONE ROAD
CHRISTOFFERSEN (ZEERING PARKWAY ROAD)
NORTH KILROY ROAD
WALNUT ROAD
MONTE VISTA AVENUE
GOLDEN STATE BOULEVARD
TUOLUMINE ROAD
EAST TUOLUMINE
ATCH PEDRETTI PARK
HIGHWAY 99
COUNTRYSIDE DRIVE
TURNER ROAD
GEER ROAD
DEL'S LANE
DONNELLY PARK
HAWKEYE AVENUE
FULKERTH ROAD
COUNTY FAIRGROUNDS
PALM ST.
12-8-94, C. Hibbard



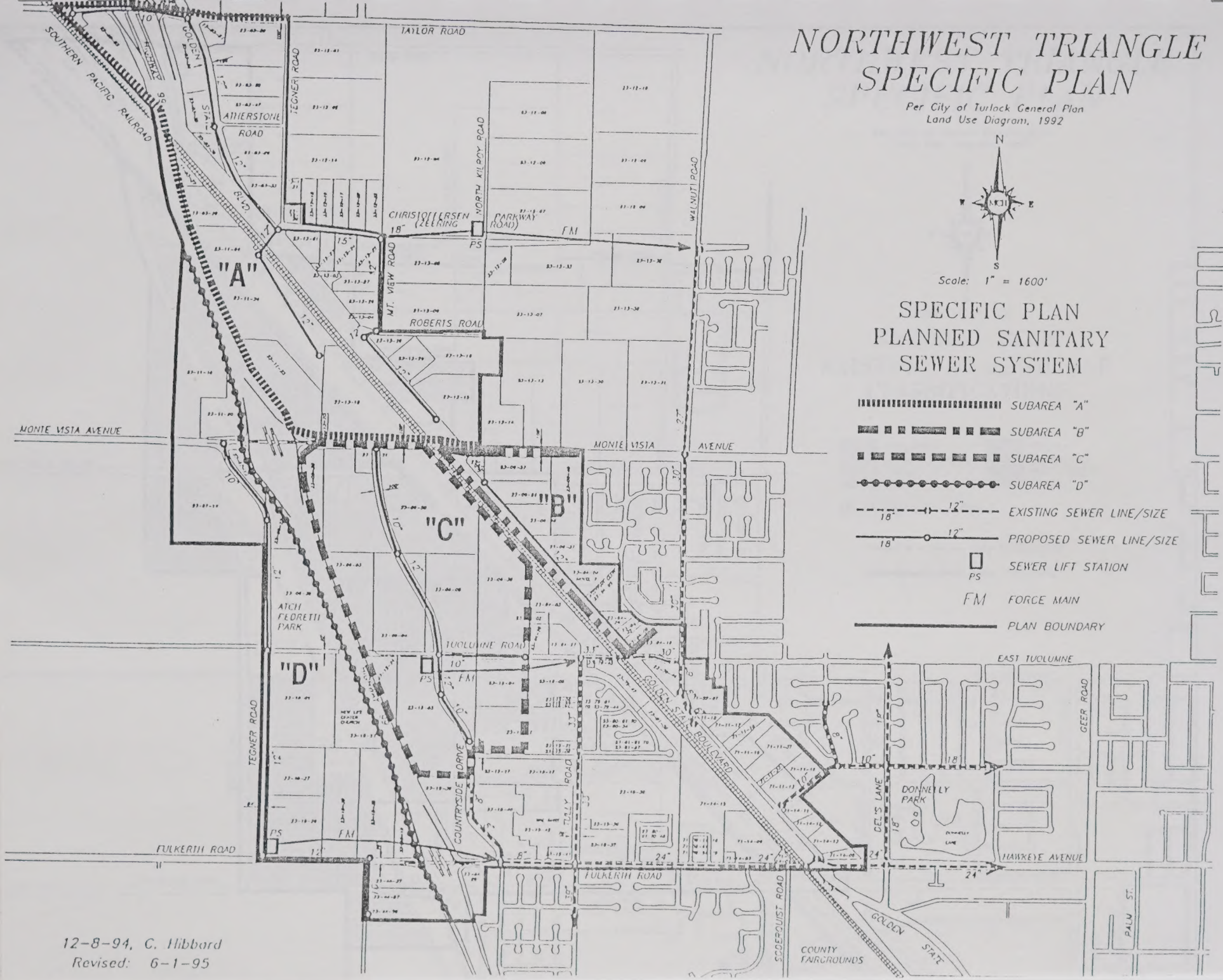
12-8-94, C. Hibbard

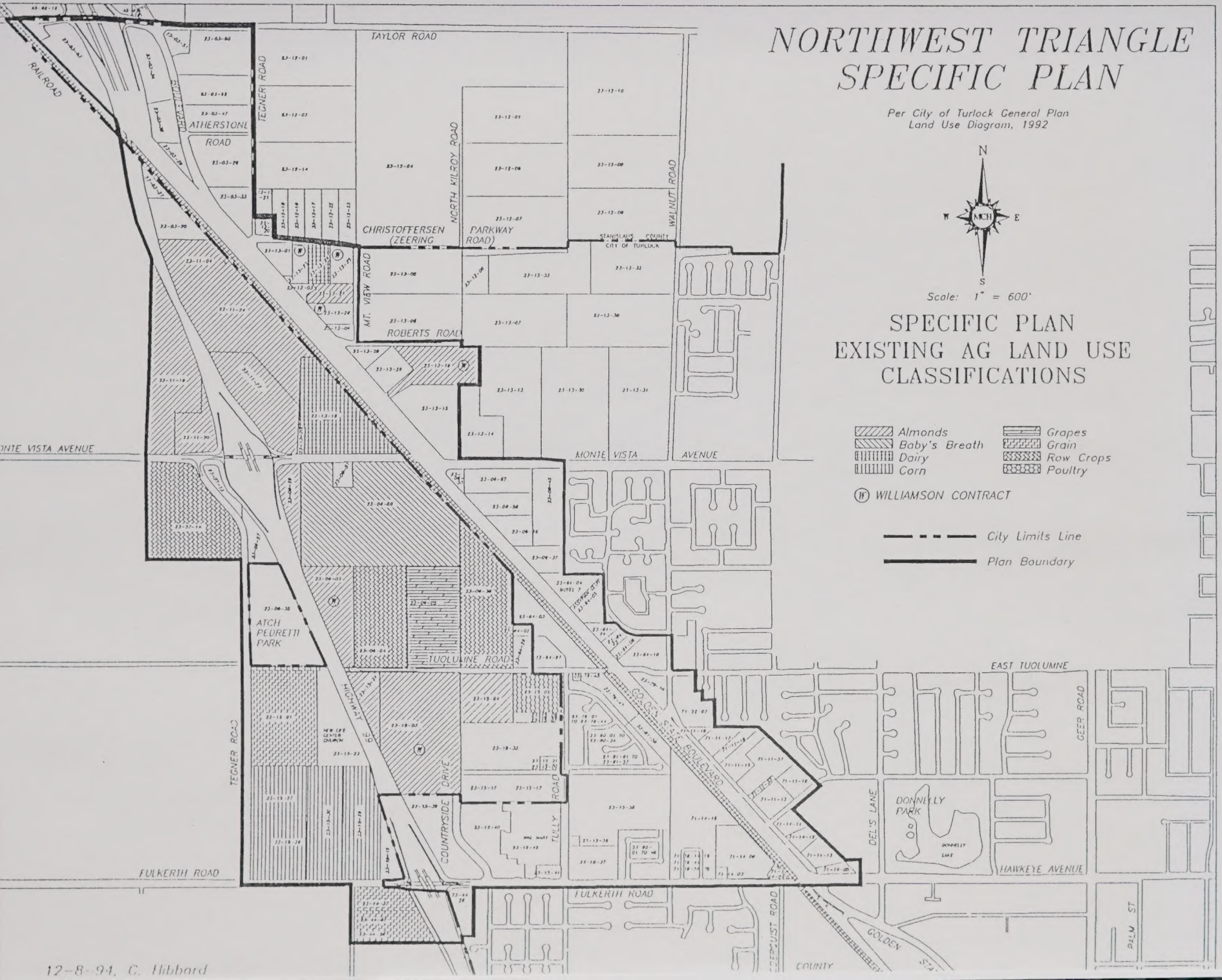
NORTHWEST TRIANGLE SPECIFIC PLAN

Per City of Turlock General Plan
Land Use Diagram, 1992



12-8-94, C. Hibbard
Revised: 9-11-95


NORTHWEST TRIANGLE
SPECIFIC PLAN
Per City of Turlock General Plan
Land Use Diagram, 1992
N
W
E
S
Scale: 1" = 1600'
SPECIFIC PLAN
PLANNED SANITARY
SEWER SYSTEM
SUBAREA "A"
SUBAREA "B"
SUBAREA "C"
SUBAREA "D"
EXISTING SEWER LINE/SIZE
PROPOSED SEWER LINE/SIZE
SEWER LIFT STATION
PS
FM
FORCE MAIN
PLAN BOUNDARY
"A"
"B"
"C"
"D"
TAYLOR ROAD
SOUTHERN PACIFIC RAILROAD
GOLDEN STATE BLVD.
ATHERSTONE ROAD
TEGNER ROAD
NORTH KILBOY ROAD
WALNUT ROAD
CHRISTOFFERSEN (ZEERING PARKWAY ROAD)
MT. VIEW ROAD
ROBERTS ROAD
MONTE VISTA AVENUE
ATCH FEDERETTI PARK
TUOLUMNE ROAD
COUNTRYSIDE DRIVE
TULLY ROAD
FULKERTH ROAD
EAST TUOLUMNE
GEER ROAD
DONNELLY PARK
DEL'S LANE
HAWKEYE AVENUE
SCOFIELD ROAD
COUNTY FAIRGROUNDS
PALM ST.
12-8-94, C. Hibbard
Revised: 6-1-95



12-8-94, C. Hibbard

QUALITY PARK
9 x 12

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